

EARLY HISTORY
OF THE PROVINCE OF
BRITISH
COLUMBIA

BY
B. A. MCKELVIE



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C. H. Parker



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FOREWORD

THE object of this booklet is to indicate in a broad way some of the outstanding features of the historic development of British Columbia, and to serve as a guide for a more extensive study of the story of the Pacific province.

The work was inspired by a group of school-teachers who appealed to the author, as historian for the Native Sons of British Columbia, to provide, in condensed form, some outline of the subject which they could follow in the absence of a suitable textbook for the schools. The task was undertaken and the notes appeared serially in the *Vancouver Daily Province*, which journal has kindly consented to the republication.

The compilation of the story of British Columbia in condensed form necessitated a great deal of research, not only from books on the subject, but from original sources. Reference was made to all the published works obtainable on British Columbia and Vancouver Island, and in this connection appreciation must be expressed for the valuable assistance found in the most complete history produced by the late E. O. S. Scholefield and His Honour Judge F. W. Howay.

Thanks are also due for the privilege of examining original documents and for valuable information

to Mr. Mark Bate, of Nanaimo; Mr. Jason Allard, Fort Langley; Mr. and Mrs. Charles F. Morison, Metlakatlah; Mr. Justice Murphy, Supreme Court of British Columbia; Mr. John Forsyth, Provincial Librarian; Mr. C. French, Hudson's Bay Company; Professor Walter N. Sage, University of British Columbia, and others.

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These illustrations have been specially drawn by George H. Southwell

EARLY HISTORY OF THE PROVINCE OF BRITISH COLUMBIA

CHAPTER I

INTRODUCTION

COLUMBUS may have discovered America in 1492—so far as commercial and immigration history is concerned—but earlier visitors probably came to the western as well as to the eastern coasts. The earliest record of the existence of a continent, or at least an immense area of land, between the Orient and Europe was made by Chinese, following an adventure of Hwei-Shin, a priest, who in A.D. 499, nearly 1000 years before Columbus sailed across the Atlantic, is said to have touched on the western seaboard of America. He named the new-found country Fusang. How long the Chinese remained on the coast, or to what extent they colonised, is unknown. The locality of the Chinese visit, if it was made at all, is also in doubt.

The first visit of importance to the North-west by Europeans was that of Sir Francis Drake, the English privateersman, who attempted to find a passage from the Pacific to the Atlantic in 1578, after raiding the Spanish shipping of the South Seas. Before abandoning his attempt, he sailed up the

coast of Northern California and took possession of the whole of the North-west in the name of Queen Elizabeth, giving the name of New Albion to the country.

Following the English navigator, different men of several nationalities advanced claims, many of them fantastic and ludicrous, of their achievements in search of a passage between the two great oceans. This mythical passage became known as the "Straits of Anian."

Juan de Fuca, a Greek whose real name was Apostolos Valerianos, in the employ of Spain, claimed to have made a trip as far north as the forty-seventh degree of latitude in 1592, and here discovered the entrance to the waterway connecting the oceans.

His only historian was an Englishman named Michael Lok, whom he met in Venice in 1596, and to whom he told his story of having discovered the Straits of Anian. Modern historians place but little credence in the story, but the description of the entrance to the strait, and its location, corresponded so well with the straits later discovered, that the name of Juan de Fuca was given to it.

In 1774, Spain, fearing the advance of the Russians in the north, determined to extend explorations from the California settlements, and Don Juan Perez was ordered on a trip of discovery in the *Santiago*, with Don Estevan Martinez as pilot and navigator. They went as far north as the Queen Charlotte Islands. On the return journey, in rough weather, but little of the land was seen until August 18, when the

wooded slopes of Vancouver Island were sighted. Preparations were made to land, but, a sudden storm arising, the ship beat out of the bay and sailed for the south. The point on the west coast of the island named Estevan is the place near where the incident took place.

Others followed Perez: Don Bruno Heceta and Francisco de la Bodega y Quadra the following year continuing the work, landing at latitude $47^{\circ} 20'$, where the land was claimed for Spain. Indians attacked and slaughtered a boat's crew. Later a landing was made by Heceta on Vancouver Island.

In the north, the Russians were pushing forward their discoveries largely through the courage of Vitus Bering, a Dane in the employ of Russia, on direct instructions of Peter the Great, who built a ship and started explorations from Kamchatka in 1728. Through the enterprise of Bering, the Russians opened up a profitable fur trade among the islands of Unalaska.

CHAPTER II

CAPTAIN JAMES COOK, R.N.

INTEREST in the possibility of a waterway connecting the Pacific and Atlantic Oceans was revived during the reign of King George III. The British Government, in 1776, commissioned Captain James Cook, who had already attained fame by making two voyages of discovery to the South Seas, to prosecute a search of the north-western shores of America for such a passage.

The son of a farm-labourer, James Cook served for a time in the merchant marine, joining the navy in 1755 as an able seaman. His advancement was rapid, and he won distinction by examining the St. Lawrence River preparatory to the victorious attack on Quebec by General Wolfe. Later he surveyed the coasts of Nova Scotia and Newfoundland, and so accurate was his work that his observations are the basis of present-day charts.

Captain Cook had two ships under his direction, the *Resolution*, commanded by himself, and the *Discovery*, under Captain Charles Clerke. They arrived at Hope Bay, near Nootka village, March 29, 1778. Warping the ships into the harbour, repairs were made to the vessels and skins were traded from the Indians.

Continuing northward, he sought in vain for the mythical passage, until further progress was blocked by Arctic ice-floes and he was forced to sail for winter quarters at the Sandwich Islands (Hawaii), where he was killed in a fight with the natives.

Captain Clerke continued the search with no better results, and died of tuberculosis at Kamchatka on the voyage home.

As a result of the reports made by the expedition on the value of the fur trade at Nootka, adventurers flocked to the coast.

Captain James Hanna was the pioneer fur-trader, arriving in 1785, when, overcoming the hostility of the natives, he succeeded in obtaining a rich cargo of sea-otter and other valuable skins. The following year a number of vessels arrived, including the *King George* and *Queen Charlotte*, under Captains Nathaniel Portlock and George Dixon, who added greatly to the knowledge of the coast by their discoveries. Captain Barkley, in the *Imperial Eagle*, was another distinguished explorer of the same year. His bride, the first white woman to visit the coast, accompanied him.

Chief among those who came in 1788 was Captain John Meares, who, with associates, outfitted several vessels in China for the fur trade. Captain Meares had already visited the coast in 1786, but on his second trip formed an establishment at Nootka.

In 1789 the Spaniards renewed interest in the North-west and sent two warships to Nootka, under direction of Don Stephen Joseph Martinez. He seized Meares's buildings and several of his ships

including the *North-west America*, forty tons, the first boat to be built on the coast.

On being informed of this high-handed action, the British Government demanded restitution of Nootka and adjacent territory, indemnity and an apology for the insult. At first Spain contemplated resisting the demands, and both nations prepared for war; but failing to obtain assistance from France, the Spanish Government finally consented to Great Britain's request and the affair terminated by the signing of Articles of Convention, October 28, 1790.

CHAPTER III

CAPTAIN GEORGE VANCOUVER, R.N.

IN order to carry out the Articles of Convention, following the settlement of the dispute between Great Britain and Spain over the seizure of British vessels and lands at Nootka, Captain George Vancouver, who had been a midshipman on Captain Cook's voyage to the North-west, was commissioned late in 1790 to take command of H.M.S. *Discovery*, a new vessel of 340 tons, and proceed to the North-west Coast. His instructions, issued early in the following year, were that he should explore the coast and that he was to go to Nootka, "to be put in possession of the buildings, districts, or parcels of lands, which were occupied by His Majesty's subjects in the month of April 1789, agreeable to the first article of the late Convention."

Captain Vancouver was of humble origin, being born at King's Lynn, where his father was employed as a deputy collector of customs. Like Captain Cook, he entered the navy as an able seaman and won promotion through merit.

Accompanying the *Discovery* was the armed tender *Chatham*: Commander, Lieutenant W. R. Broughton.

The ships reached Cape Flattery on April 29, 1792, and entered the Straits of Juan de Fuca. Vancouver

subsequently explored Puget Sound and Admiralty Inlet, and proceeded to carefully chart the coast. Leaving the ships at Birch Bay, Captain Vancouver, with Lieutenant Peter Puget, in two small boats, entered Burrard Inlet June 13, naming the water in honour of his friend, Sir Harry Burrard. The next day he examined and named Howe Sound, and then proceeded up the coast to Jervis Inlet.

Crossing to Point Grey, on the return trip, Vancouver saw two small ships at anchor off the point. These proved to be the Spanish boats *Sutil* and *Mexicana*, under command of Lieutenants Dionisio Galiano and Cayetano Valdez.

They informed Captain Vancouver that the Spanish envoy Don Juan Francisco de la Bodega y Quadra was awaiting his coming at Nootka, but he refused to discontinue his explorations to attend the emissary of Spain at the time. The *Sutil* and *Mexicana* joined the *Discovery* and *Chatham*, and the fleet sailed up the Gulf of Georgia. Finally, as the British ships kept on with their work, the Spaniards left them, and turned back. Captain Vancouver succeeded in winning his way through the intricate channels and swift currents to Queen Charlotte Sound, establishing the fact that Nootka was situated on an immense island.

He reached Nootka on August 28, and, after exchanging formal salutes with the Spanish ships, he and Quadra met to discuss the carrying into effect of the Convention provisions. They became fast friends, but it was soon evident that there was a difference in their respective views of the extent of

the territory to be surrendered, Quadra insisting that it consisted only of about one acre, while Vancouver held out for the whole area in which Meares traded in the vicinity of Nootka. They finally decided to refer the matter to their Governments.

Before parting, Vancouver named the great island he had discovered Vancouver's and Quadra's Island. In recent years the latter portion of the name was dropped, and it is known only by the name of the British navigator.

The *Discovery* and *Chatham* wintered at the Sandwich Islands, but returned to Nootka in May 1793, and finding no dispatches there Vancouver continued his explorations as far north as Alaska. The following year he concluded his survey of the coast and, still having no answer to his dispatches to England, sailed for home. Quadra died in March of that year, an event greatly regretted by Vancouver.

The actual surrender of the country was made on March 28, 1795, to Lieutenant Thomas Pierce, of the Royal Marines, by Brigadier-General Alva and Lieutenant Cosme Bertodano, acting for Spain. The whole area claimed by Captain Vancouver was included in the transfer.

CHAPTER IV

ALEXANDER MACKENZIE

WHILE Captain Vancouver, R.N., was engaged in exploring the coast of British Columbia, another British explorer was pushing westward overland. He was Alexander Mackenzie, a Scotsman, in the employ of the North-West Fur Company, the Montreal-controlled rivals of the Hudson's Bay Company.

Mackenzie had already explored the great river that bears his name, and this successful enterprise fired him with determination to attempt the journey from his post at Fort Chipewyan to the Pacific. In order to fit himself for the task, he went to London to learn how to measure longitude and latitude. Returning to America he prepared for his great adventure.

Leaving Fort Chipewyan on October 10, 1792, he went to winter quarters on the Peace River, where huts were erected, the work being completed two days before Christmas. This place he called Fort Fork.

On May 9, 1793, he embarked with Alexander Mackay and eight others in a single canoe, which carried, in addition, all their arms and equipment.

After a few days' travel the way became difficult,

the strength of the river-currents causing delay. Making a short portage, the party reached the Bad River, where further difficulties with swift and shallow water were encountered. On one occasion the canoe crashed against a rock and it was with difficulty that their baggage was saved. Mackenzie stood in the water and held the craft by sheer strength while his men unloaded it. It was repaired the following day and the journey continued.

When he arrived at the Fraser River, he believed it to be the Columbia, word of the discovery of which he had heard in London. He descended the river, but found that it was taking him too far south. The Indians pictured vividly the dangers that threatened him farther down.

He retraced his steps to the West Road River and turned towards the Pacific.

Dangers threatened on every hand. The Indians had never before seen white men and there was constant fear of attack; his men threatened mutiny, and there was ever present the fear of starvation on the way back; but despite everything Mackenzie determined to carry out his plans, even going the length of telling his men that if they deserted him he would continue on alone.

Not all the natives he encountered were antagonistic, several chiefs offering him liberal hospitality. At last he entered the Bella Coola Valley, and neared his goal. Stooping to drink from the river, he tasted the water and found it brackish. Then he knew that he had won the honour of being the first white leader to cross the continent north of Mexico.

He came out at Bella Coola, July 20, 1793. Determined to secure astronomical observations and explore the locality, he embarked aboard canoes and travelled some distance down the arm of the sea.

Hostile Indians were encountered in three canoes. They made it known that "Macubah" and "Ben-sins" (Vancouver and one of his party) had been there recently and had fired upon them.

The attitude of the natives compelled him to take great measures of precaution, so a flat-topped rock, capable of being easily defended, was selected, and on this the party spent the night. The following morning the Indians reappeared and, despite the fears of his men, the explorer mixed some vermilion paint with grease and inscribed on the side of the rock, "Alexander Mackenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three."

On the return journey he almost lost his life when attacked by natives at a place he called "Rascalls' Village," the remains of which can be seen to-day.

He arrived back at Fort Chipeweyan August 24, 1793, and was subsequently knighted by King George III. for his services to the nation as an explorer and discoverer.

CHAPTER V

SIMON FRASER

No immediate attempt was made to follow up the explorations of Sir Alexander Mackenzie, who crossed the Rocky Mountains and made his way to the sea in 1793, but the activity of the United States Government, which, in 1804, sent Captains Meriwether Lewis and William Clark across the continent, ostensibly for scientific purposes, but in reality—as outlined by President Jefferson in a secret message to Congress—with the idea of annexing all the territory west of the Rockies, spurred the North-West Fur Company to fresh endeavours.

In 1805 Simon Fraser, a young partner in the company, was sent to Lake McLeod, visited earlier in the year by James McDougall. Here Fort McLeod was established.

Early in 1806, Fraser, with John Stuart and party, reached the river later named in his honour, but which he, like Mackenzie, thought was the Columbia. Ascending a tributary, they reached a lake which they named Stuart. Here Fort St. James, for many years the “capital” of the fur trade in the West, was established. Fraser Lake was also discovered and named, and a post was started.

In 1807 instructions were received from the company to examine the territory and anticipate the activities of the United States explorers. The name of New Caledonia was given the interior country. Fort George was established the same year.

In the spring of 1808, Fraser set about making preparations for his expedition down the river. A start was made from Fort George about May 26. The party consisted of the two leaders and Jules Maurice Quesnel, with nineteen men and two Indians. They travelled in four birch-bark canoes, descending as far as the place where Mackenzie turned back from his exploration of the stream.

Fraser received similar warnings from Indians of the terrors of attempting to navigate the lower river, but persisted in his determination. That these dangers were not overdrawn by the natives he soon had cause to know. On June 1 a canoe was lost in the swift waters. Four days later it became necessary to portage under most difficult circumstances to escape a canyon, which he described as being "not more than thirty yards wide, turbulent, noisy and awful to behold." The following day they were forced to run some rapids, and on June 10 had to abandon their canoes and continue on foot, "ascending and descending rocks, crossing ravines and climbing precipices."

After nine days of such travel they reached the place where another large stream emptied into the Fraser. This they named Thompson River, in honour of another noted explorer.

Even more difficult travelling was before them

from June 20 until June 28, when they made their way through the Black Canyon.

Dugout canoes were secured and the descent was continued to the mouth of the river. The Musqueam Indians, who had a village at the river-mouth, turned them back by a hostile demonstration. These natives were at war with a neighbouring tribe and thought the white men might be allies of their enemies.

Opposite the present city of New Westminster the party narrowly escaped death on the return trip, but a chief frustrated the plot to kill them, believing them to be "sky people," or spirits. The return to Fort George was made in thirty-four days.

Fraser was offered, but declined, knighthood. He died at St. Andrews, near Montreal, April 19, 1862, in comparative poverty, at a time when thousands of miners were travelling to the fabulously rich creeks of the Cariboo along the river he had discovered. His wife died the same day and they were buried in a single grave.

CHAPTER VI

THOMPSON AND DAVID STUART

THE year 1810 witnessed one of the most remarkable races of history, with a veritable Empire as the stake, and the ultimate victory resting with the United States in the possession of what now constitutes the States of Washington and Oregon.

Following the overland mission of Lewis and Clark, 1804-5, United States became more interested in the territory adjacent to the Columbia River. In 1810, John Jacob Astor formed the Pacific Fur Company, with the intention of establishing a post on that river. In this he was encouraged by the president and other high officials of the Republic.

In order to ensure success, he induced a number of experienced men to leave the North-West Company, including in the number Alexander Mackay, who accompanied Mackenzie on his famous trip to the Pacific.

The Astorians, as they became known, started in two parties, one on board the ship *Tonguin*, under Captain Nathaniel Thorne, and the other overland, under Wilson Price Hunt.

Learning of the purpose of the trip, the North-West Company gave orders for David Thompson, a young explorer and geographer in the company

service, to hasten to the mouth of the river and establish a fort there.

Thompson was well fitted for the service, having spent a number of years in exploration work in the Rocky Mountains. He was a native of Wales who had entered the Hudson's Bay Company, leaving that service in 1797 to engage with the rival concern. In 1800 he examined the valley of the Bow River, and seven years later penetrated the range through Howse Pass to the Columbia River, establishing Fort Kootenay at Lake Windermere. The following year he descended the Kootenay River to the lake of the same name, returning to Rainy Lake House with furs. He came back, it is believed, through the Kicking Horse Pass.

On receiving instructions to proceed to the mouth of the Columbia, Thompson started with all haste, but was delayed by the desertion of some of his men. He reached the Columbia, however, and after wintering at Canoe River, on the Big Bend, ascended the river to its source and portaged over to the Kootenay, which he descended. After great dangers and difficulties, he reached the falls of the Columbia River on June 19, and on July 15 arrived at Astoria, only to find that he was too late and that the Americans were already established.

It was largely on this fact that the Republic made good its claim to the territories when the boundary-line was called in question in later years. David Thompson died at Longueuil, Quebec, in dire poverty at the age of eighty-seven.

In the service of the Pacific Fur Company was

David Stuart, a former Nor'-Westers. On September 16, 1811, with several others, he left Fort Okanagan, on the river of that name, where the Astorians had established a trading-post, and travelled up to the shores of the Okanagan Lake, being the first white man to penetrate this beautiful valley. Crossing up the western marge of the lake, Stuart travelled over the plateau separating the lake from the Thompson River and traded with the natives.

Returning the next year, Stuart established a post at the junction of the North Thompson and the Thompson Rivers, opposite the present city of Kamloops. The traders called the place "Cumcloups."

Following Stuart by only a few days came Joseph Larouque, a clerk in the employ of the North-West Company. He established a rival trading-post near that of the Astorians. Here they conducted traffic with the Indians until after the outbreak of the war of 1812.

When hostilities developed with United States, Great Britain sent H.M.S. *Raccoon* to capture Astoria, but evidently anticipating this, the officer in charge, Duncan McDougal, sold out the entire interests of his principals to J. G. McTavish and John Stuart of the North-West Company, and on the arrival of the warship it was found that the place was already in possession of the British.

CHAPTER VII

THE FUR COMPANIES UNITE

THE rivalry between the Hudson's Bay Company and the North-West Company, which had caused the latter concern to push forward its exploration of the West, grew more intense as time went on.

While the Hudson's Bay Company had not penetrated to the territory west of the Rocky Mountains, the struggle for control of the traffic in skins on the prairies became so bitter that, in 1816, a skirmish took place at Seven Oaks, near the present city of Winnipeg, and the governor of the Hudson's Bay Company was killed.

It was 1819 before this lamentable outcome of the competitive struggle for trade came before the British Parliament, but, as a result of the publicity, both companies evinced a desire to settle their differences amicably.

This was brought about in 1821, the companies merging their interests under the name of the older organisation, which had received its charter in 1670 from King Charles II. The coalition was approved by Parliament on July 2, 1821. By the terms of the agreement, the heads of the North-West Company became partners in the Hudson's Bay Company, and the servants of the younger concern were taken into the new organisation.

It became necessary to find a man to take charge of the affairs of the enlarged company; one who could bring the rival factions together and obliterate old prejudices and weld the whole into one efficient body. Such a man was found in the person of George Simpson, a young Scotsman, who was given complete charge of the affairs of the company in America.

The territory between the Rocky Mountains and the Pacific became known as the Western department.

After the union it was decided to operate the Western department from Fort George—the name given to Astoria after its purchase from the Pacific Fur Company in 1812. It was found, however, that the location was unsuitable and a new fort was built in 1824-5. This was named Fort Vancouver. It was a spacious place, having a length of 750 feet by a width of 500 feet. Nearby a farm of 1500 acres was put under cultivation.

In 1823 Dr. John McLoughlin, a Nor'-Wester, was created chief factor and was given command at Fort Vancouver. Born in Quebec, Dr. McLoughlin studied medicine in Europe, and on returning to Canada entered the service of the fur-traders, where his business acumen, courage and general aptitude for trading won him rapid promotion.

He remained in charge of the company's affairs in the West until his retirement in 1846. He died in Oregon City in 1857. He was a big man, standing well over six feet, and built in proportion. He usually dressed in black, and this fact, coupled with his snow-white hair, won for him the name of the "White Eagle."

When Dr. McLoughlin agreed to join the enlarged company, he persuaded a young Scotsman to remain in the service, although he was preparing to go back to Scotland. This young man was James Douglas—"The Father of British Columbia"—to whom, more than any other single individual, the early settlement in this country is due. Born in 1803, he was a descendant of the famous "Black Douglas" of Scottish history.

Douglas, following the union of companies, went to New Caledonia—the northern interior of British Columbia—where he was employed under William Connolly at Fort St. James. Here he married the beautiful Amelia Connolly, daughter of the officer in charge. He so proved his worth that he was called to Fort Vancouver in 1830, where his promotion was rapid.

CHAPTER VIII

SOME EARLY BRITISH COLUMBIAN FORTS

It would consume too much space to describe all the forts and trading-posts erected by the fur-traders in the territories now included in British Columbia, Oregon, Washington, and that portion of Alaska which the Hudson's Bay Company for a time leased from Russia. All told, the number exceeded fifty.

Following the union of the Hudson's Bay and North-West Companies in 1821 several large forts were erected, the more important being Fort Langley, 1827; Fort Simpson (old location), 1831, (new location), 1834; Fort Rupert, 1849; Fort Victoria, 1843.

The trading-posts were usually built quadrangular in form, surrounded with palisades of eighteen or twenty feet in height. At opposing corners were bastions in which were carronades (small cannon) ready at all times to fire either salutes or be used for defensive purposes. Inside the palisades, galleries were usually erected about four and a half feet from the top. These were used for defensive purposes, being intended as firing platforms. On the top of the stockades, at advantageous points, were sockets upon which swivel-guns could be hastily mounted

in case of attack, to assist the heavier artillery in the bastions.

Usually there were two main gates in the stockades, ten feet wide and twelve feet high. In each gate was a wicket, or smaller gate, for ordinary use. Close watch was maintained each night, sentries patrolling about the buildings every half-hour, then up on the platforms to call "All's well," or give warning of hostile approach.

The factor in charge of a post or district was a very important man, great respect being paid to him at all times. His word was law. When he went out he wore a tall beaver hat, the standard price of which was forty shillings, his dress being a suit of dark blue or black, with frock-coat, white collar to his ears, white shirt, velvet stock, and his trousers strapped beneath his boots. When he went travelling, salutes were fired on his leaving and return. He was lifted into and out of his canoe and always had a fire separated from the others when encamped.

Such show was deemed necessary to impress the Indians with the importance of the representative of the great company, and it had its effect. Perhaps the greatest hold that the traders had upon the natives, however, was the absolute justice with which they treated them. They never deceived the Indians, either in threatened punishment or promised reward.

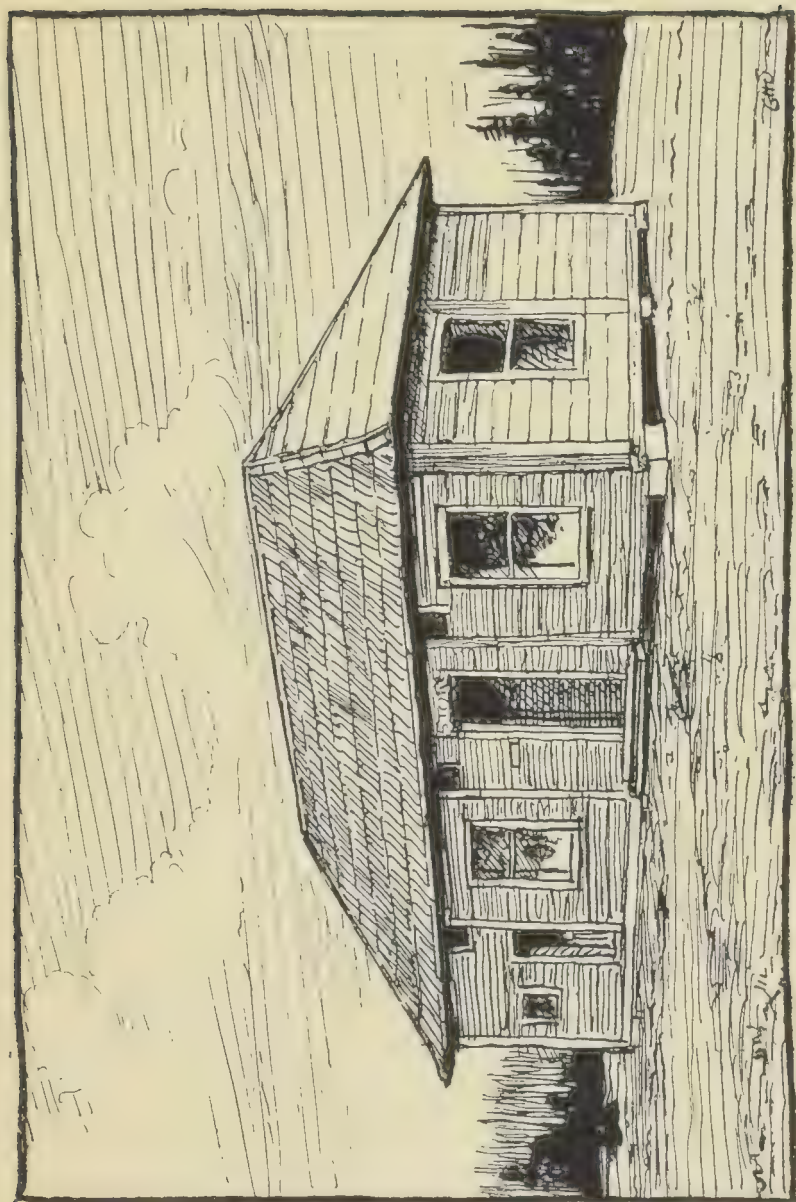
Fort Langley was the first important post erected under the direction of the affairs in the West by Dr. John McLoughlin after the establishment of Fort Vancouver. In 1824 a party was sent to the

Fraser River, leaving the Columbia River on November 18, 1824, under James McMillan. It consisted of the leader, Thomas McKay, F. N. Annance, John Work, an interpreter Michel La Frambois, and thirty-six men. They finally arrived at Mud Bay and crossed over the delta to the Fraser River. They examined the river for "two days' paddling" and then returned to report.

On June 27, 1827, a second expedition started under McMillan, who had with him Donald Manson, Annance and Geo. Barnston and twenty-one men. They were picked up by the *Cadboro*, one of the company's vessels, which took them to the river. On July 30 a start was made on the fort. The fort was described as being forty by forty-five yards, and the bastions twelve feet square, built of eight-inch logs. The place was finished November 23, and was christened with honours.

Subsequently Fort Langley was burned, and rebuilt on a much larger and more pretentious scale on a higher and better location, with four bastions. Indeed, the second fort was one of the largest of the Hudson's Bay posts.

Fort Simpson was first named Fort Naas, being located on the river of that name in 1831 by Captain Aemilius Simpson. This location was later found to be unsuitable, and in 1834 the fort was abandoned. Captain Simpson died and was buried at Fort Naas in the fall of the year it was established, and when it was later decided to move the post to McLoughlin's Bay, the new establishment was named in his honour.



FORT LANGLEY—THE REMAINING BUILDING

Fort Rupert was established in 1849, coal deposits having been discovered in the vicinity. It also replaced Fort McLoughlin, on Millbank Sound, which had been closed. Captain McNeill of the s.s. *Beaver*, with forty men, constructed the fort.

CHAPTER IX

"54-40 OR FIGHT"

FOLLOWING the war between Great Britain and United States, 1812-14, United States set up a claim for the return of Astoria, being one of the possessions which it was declared had been seized during the war. This was based on the action of Captain Black of H.M.S. *Raccoon*, who, upon arriving at Astoria and finding that the North-West Company had purchased the place from the Astorians, went through a form of hauling down the United States flag and raising the Union Jack.

Following close upon this assertion which was not pressed with any degree of vigour, the United States in 1819 secured all the possessions of Spain north of latitude 42, together with all the Spanish rights, claims and titles.

Following the Nootka Convention there had been no definite arrangement of sovereignty of the country, and the fur-traders who occupied the great western areas were interested not so much in the national rights as the more intimate affairs of fur-trading. Consequently that portion of the West contiguous to the Columbia River, although nominally under control of the Hudson's Bay Company, became a sort of "no man's land."

This condition of affairs was recognised by both Governments, who in 1818 entered into a ten years' agreement of joint occupation.

While this joint occupation was continuing, United States Government and members of Congress were very active in conducting a campaign of publicity in order to set up in the public mind a conviction that the country belonged to the Republic.

Dozens of resolutions were brought before Congress dealing with the Oregon country, as it was called, only to be received and shelved. But these had the desired effect of convincing the nation that its claim, based on the old Spanish rights, the visit of Captain Gray in the *Columbia* to the river in 1792 and settlement, was a just one. The United States Government also sought to have British opinion swayed by arranging for the publication of a book favourable to its cause in London, and by subsidising the sending of missionaries to the area.

In 1827 the joint occupation treaty was continued indefinitely, and the publicity campaign was renewed. In 1841 colonists were sent out from the Eastern States, and in the following years their numbers were largely increased.

In the meantime efforts were being made to settle the boundary question. As early as 1826 Mr. Huskisson, on behalf of Great Britain, proposed what practically is the present boundary. This was rejected by the United States. In 1844 Richard Pakenham was authorised to act for Great Britain and John C. Calhoun for United States. The British

representative urged strongly that the line between the two countries should be the forty-ninth parallel to the Columbia River and then down that stream to the sea. This was refused.

Now, with presidential elections approaching, the Democrat party set up a cry that Oregon must extend as far north as fifty-four degrees, forty minutes, and President Polk went into office on a cry of “54-40 or Fight.”

Despite the new claim, which would shut out Britain from the sea, Pakenham continued his negotiations, and in 1846 renewed Huskisson's offer of 1826, and it was immediately accepted. James Buchanan acted for United States, replacing Calhoun.

By the treaty the Columbia River was made an “open highway” for British goods.

CHAPTER X

DOUGLAS COMES TO VANCOUVER ISLAND

THE encouragement by the United States Government to immigrants to settle in the Oregon territory, and the agitation existing for a settlement of the disputed boundary claims, compelled the officers of the Hudson's Bay Company to contemplate the possibility of the territory along the Columbia River passing from the control of Great Britain. It was therefore incumbent that they seek a location for a new headquarters for their affairs west of the Rocky Mountains.

The company already had Fort Langley, which was a most important post, on the Fraser River, and the probability of it becoming the capital was discussed. It was felt, however, that if a more suitable site could be secured on the seaboard it would be an advantage. The company operated a line of sailing-vessels carrying furs to London, returning laden with supplies for the different trading-posts throughout the West. A salt-water harbour for these ships, and also a port from which possibly future deep-sea traffic and industry, especially that of whaling, could be profitably conducted, was an important consideration.

Dr. McLoughlin, chief factor of Fort Vancouver, acting on instructions from Sir George Simpson,



SIR JAMES DOUGLAS

governor of the company in America, early in 1842 dispatched Chief Factor James Douglas to explore the southern shores of Vancouver Island for a suitable place for a new post.

Douglas, with six men, crossed to Nisqually, where the Puget Sound Company, a subsidiary of the Hudson's Bay Company, had farms, and embarked on board the schooner *Cadboro*.

They carefully examined the shore from Sooke to the southernmost part of the island. In his survey of the locality, Douglas had in mind the probable necessities of industrial enterprise in the way of water-power. This was stressed in his subsequent report on the location which he selected as being the most suitable for a new post.

"I made choice of a site for the proposed new establishment," he wrote, "in the Port of Camosack, which appears to be decidedly the most advantageous situation for the proposed establishment within the Straits of Juan de Fuca.

"As a harbour it is equally safe and accessible, and abundance of timber grows on it for home consumption and exportation. There being no fresh-water stream of sufficient power, flour or saw mills may be erected in the canal of Camosack at a point where the channel is constricted to the breadth of forty-seven feet by two ridges of granite projecting from either bank into the canal (gorge), through which the tide rushes out and in with a degree of force and velocity capable of driving the most powerful machinery, if guided and applied by mechanical skill."

Continuing his report, he remarks that other places he examined did not invite easy agricultural development, "whereas at Camosack there is a range of plains nearly six miles square, containing a great extent of valuable tillage and pasture-land equally well adapted for the plough or for feeding stock.

"It was this advantage and distinguishing feature of Camosack which no other part of the coast possesses, combined with the water privilege on the canal, the security of the harbour and abundance of timber around it, which led me to choose a site for the establishment at that place, in preference to all others met with on the island."

It was this report of Factor Douglas that resulted in the establishment of Victoria.

CHAPTER XI

THE FOUNDING OF FORT VICTORIA

It was the middle of March 1843 that James Douglas, with fifteen men, embarked on the historic steamer *Beaver*, the first power-vessel in the Pacific, to establish a new post at Camosack, or Camosun, on the southern extremity of Vancouver Island. On arriving there, he was at first undecided where to build the fort, but finally a selection of a site was made, and on March 16 work commenced.

He told the Indians of the intention of the whites to settle among them, and they welcomed the news, offering to assist in securing pickets for the stockade. This proffered assistance was received with delight, and he loaned them axes for the purpose of cutting the trees. He paid them at the rate of a blanket for every forty pickets, twenty-two feet in length.

After seeing the work well started, Douglas continued to Fort Durham, at Taku Inlet, and Fort McLoughlin, at Millbank Sound, it having been decided to abandon these posts. He brought the men from these establishments south on the *Beaver* and landed the party at the new post on June 1.

It was found that the Indians had gathered in great numbers, and were not as friendly disposed as they had been at the outset, troubling the fort builders by petty thieving and other annoyances.

Mr. Charles Ross, who had been in command at Fort McLoughlin, was given charge of the new fort, while Mr. Roderick Finlayson, who had been at Durham, was second in command.

Three months after the return of Chief Factor Douglas the place was completed.

The fort and buildings in it were constructed without the use of a single nail. The hewn timbers, from which the houses were fashioned, and the whipsawed lumber were held securely in place by being dovetailed where possible and having wooden pins driven through them.

The palisades enclosed a tract a hundred yards square. At the north-east and south-west angles were two bastions, thirty feet in height, containing small cannons. The north bastion was used later as a guardhouse or jail. There were eight buildings in the enclosure, comprising storehouses, officers' dwelling, men's quarters and dining-hall. Later other buildings were added as required.

A deep well was sunk in the fort so that fresh water might be available in case the post was attacked and in order to have a supply ready for use in case of fire. The nearest stream recorded by Douglas at the time of building was at some little distance from the place.

Two large gates served the needs of the place, being situated on the east and west sides. In these were smaller gates, or wickets, permitting only one individual to pass through at a time.

Sentries were posted about the place and a close guard was kept at all times, but more especially at

night, for the temper of the Indians was uncertain, and there was a village situated directly across the harbour, about 400 yards distant. It was recorded that the natives boasted of being able to field 500 fighting men.

Mr. Ross, the officer in charge, died the year following his appointment and command devolved on Finlayson, a man whose honesty of dealing, courage and sagacity contributed much to the ultimate success of the place.

The first name given the fort was "Camosun," the Indian word for the "rushing waters" of the gorge. Later it was called "Fort Albert," but this name continued only for a short time, being followed by "Fort Victoria," in honour of Her Majesty Queen Victoria the Good, this being the name originally intended for the post by the Hudson's Bay Company's officers in issuing instructions for its construction.

CHAPTER XII

THE DEFENCE OF VICTORIA

FOLLOWING the usual practice in the establishment of new posts where agricultural land was available, Chief Factor James Douglas laid out the site for the new fort on the south end of Vancouver Island, which later became the capital of British Columbia, and planned a great farm which would, with the game and fish to be obtained in the vicinity, make the community self-supporting.

Included in the stock for the proposed farm, a herd of cattle was brought from the Columbia River. These animals proved to be a great temptation for the Indians, who looked upon the beasts as fair prey for them.

A band of Cowichan natives under Chief Tzouhalem, noted leader of his people, came down from their native haunts north of Victoria to trade with the whites. They fell upon several of the animals and slaughtered them, feasting on the meat so easily obtained.

When the Hudson's Bay employees discovered the loss of the cattle, report was immediately made to Roderick Finlayson, officer in charge.

He demanded that the Indians make payment for the animals, but this was haughtily refused by

Tzouhalem, who was upheld in his action by Tsilaltchach, chief of the Songhees, whose village was immediately across the harbour.

Finlayson declared that the gates of the fort would be closed against the natives of the offending tribes until such time as his demands had been met.

The chiefs answered by calling a war council. Around the grease fires in the big council hall the braves danced, flourished their knives and hurled defiance across the bay at the stockade, where never a white man showed himself.

For two days the natives continued their oratory and threats, and then, failing to draw the white men from their defences, massed for attack.

The Indians opened fire with their trade muskets against the pickets of the stockade, but not a single shot was fired from the fort, although every man was at his station. The bastions were manned and the carronades were loaded with grape-shot and ball.

After whooping and yelling and shooting indiscriminately for nearly an hour, until most of their ammunition was expended, the Indians ceased firing.

When the hail of lead stopped Finlayson appeared above the palisade. He beckoned to Tzouhalem, and when that chief had come within speaking distance, he asked him what he hoped to accomplish by his attack.

The trader had already conceived a plan, and while he engaged the chief in conversation and attention was riveted on the two men, one of the

company servants crept out of the fort, and made his way to the Songhees' village, where he hastily cleared all the women and children out of the huts, and then signalled to the fort.

Finlayson, on seeing that the work had been accomplished, explained to the chief that he could have killed all the Indians with the big guns of the fort if he had wished, but was reluctant to do so. This statement Tzouhalem, who was ignorant of the smashing effect of artillery, seemed to doubt.

"Then look! See your houses over there?" exclaimed the white man, and he motioned to the gunners in the bastion.

A flash of flame, and a charge of grape-shot belched from one of the nine-pounders, splintering into fragments the house of the Songhee chief.

With wild cries of terror the natives turned and fled.

An hour later, after finding that the women and children had been warned away from the place, and after inspecting the devastating effect of the shot on the flimsy cedar shack, the Indian chiefs again approached the fort, but this time to sue for peace.

Finlayson was just as anxious to avoid further trouble as were the natives and readily named the price which must be paid in compensation for the stolen cattle. This was paid the same evening.

The following day the Indians asked to be again shown the big gun that spoke with such a terrifying voice. Pleased to demonstrate further the effect of the artillery, the trader ordered that an old canoe

be set adrift, and this was used as a target. The gun was loaded with ball and the first shot struck the little craft, breaking it to pieces.

This was a sufficient lesson for the natives, who never again attempted to take the fort.

CHAPTER XIII

FORT RUPERT

DURING the time that Dr. W. F. Tolmie was at Fort McLoughlin (Bella Bella), Indians from the north of Vancouver Island came to the Millbank Sound post to trade. One of these was much interested in watching the work of a blacksmith, and, observing the coal used in the forge, said that he knew where "black stones" could be obtained.

The native was encouraged to bring a sample of "black stone" to the fort, and this was done. On examination it was found to be bituminous coal.

This was in 1835, and from that time officers of the Hudson's Bay Company had regard to the possibility of a new industry on the coast.

It was not until 1849, however, that steps were taken to develop the discovery on a large scale. The appearance of the steam-propelled vessels on the coast, especially at Esquimalt, the naval station, induced the company to attempt the working of the deposits. Fort McLoughlin had been abandoned upon the building of Fort Camosun (Victoria), but there was still a need for some trading-post between Victoria and Port Simpson. The establishment of a post at Beaver Harbour—or McNeill Harbour, as it was then known: named in honour of the master of the *Beaver*—would serve

a double purpose. It would protect the workers at the mines and also carry on a measure of trade with the natives.

Captain W. H. McNeill, of the *Beaver*, with George Blenkinsop as his second in command, and eight men, were assigned to build the fort in 1849. It was one of the most complete defensive works on the coast, being quadrangular in form, with two bastions, each mounting four guns. Enclosed within the palisades, with galleries running around the inside near the top, to be used as firing platforms, were the "hall," storehouses, workshops, labourers' cottages and other usual buildings. The outhouses and gardens were also protected by a smaller stockade.

The defensive works had need to be strong, for the Kwakiutl Indians of the neighbourhood were a fierce warlike race.

Even before the fort itself was completed, miners arrived from England to work the coal measures. These, on examination, did not prove to be as valuable as at first anticipated, but considerable coal was shipped from the place.

In 1850 the news of the California gold discoveries reached Fort Rupert and caused great excitement among the handful of miners engaged in the colliery. Three sailors of the *Beaver* attempted to desert and take passage on the barque *England*, coaling there.

Dr. J. S. Helmcken, who held the commission of magistrate, demanded their return, and fearing that they would be handed over, the three men

left the ship and fled to the woods. Here they were murdered by members of the Nahwitti tribe.

Blenkinsop, who was in charge of the fort at the time, secured their remains and had them buried in the post.

The Fort Rupert Indians offered to avenge the deaths, but this proposal was not accepted. H.M.S. *Daedalus* arrived some time later with Governor Blanshard on board, and an inquiry was instituted. The boats from the warships sought to arrest the murderers, but failed, although the Nahwitti Indians were punished by having their village burned.

In 1851 H.M.S. *Daphne* came to Fort Rupert, the intention still being to secure the murderers, for it was considered to be dangerous to peace on the coast if any person accused of murder was not brought to trial.

The boats of the *Daphne* started for the Nahwitti village, and were fired upon by natives from the shore. A sailor was hit, but the boats landed, and a brush with the Indians took place in which two Indians were killed and a number were wounded and several sailors were struck. Following this affair, the chiefs decided to hand over the murderers, who attempted to escape and were caught and executed by their tribesmen, the bodies being delivered to the fort.

With the opening of coal-seams at Nanaimo, in 1852, mining operations came to a close at Fort Rupert, the miners employed there being transferred to the new field.

CHAPTER XIV

THE FOUNDING OF NANAIMO

THE discovery of coal at Nanaimo was similar to that of Fort Rupert.

There entered the blacksmith's shop at Fort Victoria, one morning in the year 1849, a S'nenymo Indian who sought to have repairs made to the lock of his musket. He watched the blacksmith with great interest, for the workers in iron were a constant source of wonder to the natives.

When the smith shovelled coal on to the forge fire, the Indian approached closer and said he knew where there were many black stones just like those in the smithy coal-bin.

Remembering how coal was located at the north end of Vancouver Island, the blacksmith at once took the native to J. W. McKay, one of the company officers. The Indian repeated his story, and the trader promised that if he would return home and bring back a sample of the coal his gun would be repaired free of charge and he would be given a present.

The Indian went away and it was months before he returned. He had been ill, but had not forgotten the promised reward, so the following spring came back with several hundred pounds of coal in his canoe, and was duly given his pay. In addition, he



NANAIMO IN 1860

was presented with a cast-off high hat by one of the factors and was always after known as the Coal Tyee.

It was not until two years later, in August 1852, that the Hudson's Bay Company finally decided to develop the new fields. Then James Douglas penned what is regarded in Nanaimo of to-day as the first charter of the city.

It reads as follows:

"FORT VICTORIA,
"August 24, 1852.

"MR. JOSEPH MCKAY—

"Sir,—You will proceed with all proper diligence to Wentuhuysen Inlet, commonly known as Nanyimo Bay, and formally take possession of the coal-beds lately discovered there for and on behalf of the Hudson's Bay Company.

"2. You will give due notice of that proceeding to the masters of all vessels arriving there, and you will forbid all persons to work the coal either directly or indirectly through the Indians or other parties employed for that purpose, except under the authority of a licence from the Hudson's Bay Company.

"3. You will require from such persons as may be duly licensed to work coal by the Hudson's Bay Company security for the payment of a royalty of 2s. 6d. a ton, which you will levy on the spot upon all coal whether procured by mining or by purchase from the natives, the same to be held by you and from time to time duly accounted for.

"In the event of any breach or evasion of these

regulations you will immediately take measures to communicate intelligence of the same to me.

"I remain, sir, your obedient servant,

"JAMES DOUGLAS."

McKay left immediately for Nanaimo and commenced the erection of the necessary buildings to house his men. These were little huts of squared timber, while expert fort-builders, notably Leon Labine and Jean Baptiste Fortier, started getting out timbers for the single bastion which was to serve as a defensive work.

It was not until the following year that the bastion was completed. It still stands a few feet from its original site, and the decaying timbers of the structure have been but recently renewed.

Indians were at first employed in working the coal-seams from their outcroppings, but later miners arrived from Fort Rupert, and later still more experienced men were brought from England on the *Princess Royal*.

The early days of Nanaimo—which was at first named Colvilletown—were fraught with considerable danger, the little settlement being several times threatened with serious disturbances when native tribes engaged in warfare. In 1858 it became necessary to man the bastion and send two or three shots towards a camp of Haidas who were on one of their excursions from the north.

The industry established by McKay in 1852 is still operating, and is a large contributor to the prosperity of British Columbia.

CHAPTER XV

GOVERNOR RICHARD BLANSHARD

FOLLOWING the settlement of the boundary-line question between Great Britain and the United States, the question of colonisation of British territory became an active cause of discussion. United States had been able to establish her claim to the Oregon territory largely because of the intensive settlement instigated by Rev. Jason Lee, Dr. Whitman and other pioneer missionaries of the Republic. It was felt in England that no further time should be lost in colonising beside the western sea.

The Hudson's Bay Company, which had exclusive trading rights in the territory until 1859, offered in 1849 to manage the whole area for the Crown and colonise Vancouver Island. This was accepted.

By the terms of the agreement the company was to pay a rental of 7s. yearly and was to hold Vancouver Island "in free and common socage," subject to certain provisions. These included the stipulation that the company should colonise the island, selling lands at reasonable prices and reserving necessary public lands; all moneys obtained by the sale of lands should be used for the improvement of the island, less a 10 per cent.

commission. Within five years, or at any time after that term, the Government could revoke the special privileges of the company upon reimbursing the company for its expenditures in the work of colonisation.

Immediately upon the agreement being entered upon the company advertised for settlers, but the price of £1 an acre, and the stipulation that every purchaser of 100 acres should bring out three families or six single men, prevented many sales. In fact, only one enterprising man, Captain W. C. Grant, a guardsman, complied with the requirements during the first two years, bringing out several persons with him to the land at Sooke which he took up.

In anticipation of a large settlement, the Government decided to set up legislative machinery and appointed Richard Blanshard as governor. He arrived at Victoria March 10, 1850, only to find that the estate he expected to occupy was 1000 acres of wild land, and that there was no independent body of settlers for him to rule over, the whites on the island being, with one or two exceptions, in the employ of the Hudson's Bay Company. Nor was there any salary attached to the office by the Imperial Government, it being expected that the settlers would bear this necessary charge.

Governor Blanshard, from the day of his arrival, when he was sworn in at Fort Victoria in the presence of Chief Factor Douglas and Captain Gordon of H.M.S. *Driver* and others, was forced to board at the company's fort, paying for his own keep. He became disgusted, and in repeated dispatches to the

Colonial Secretary deplored the situation in which he found himself. He felt that his position was a mockery and that he was powerless to rule a country which gave its first allegiance to the great trading concern which gave employment to its inhabitants.

He was empowered by his commission to nominate a legislative council to assist him in administering the affairs of the colony, but he hesitated to do this, pointing out that he would perforce have to select employees of the company and that the only matters that could come up would be those affecting that corporation.

After a few months he resigned. Upon his doing so all the "independent settlers" signed a memorial asking him to nominate a council before leaving. This he agreed to do, and named Chief Factor James Douglas, Captain James Cooper and John Tod.

The settlers attaching their names to the document were six members of one family and nine others. The names of these pioneer colonists were James Yates, Rev. Robert Staines, James Cooper, Thomas Monroe, William MacDonald, James Sangster, John Muir, senior, John Muir, junior, William Fraser, Andrew Muir, Thomas McGregor, Michael Muir, Robert Muir, Archibald Muir and Thomas Blenkhorn.

CHAPTER XVI

DOUGLAS TAKES CHARGE

WHEN Vancouver Island took on the status of a crown colony, the suggestion was made to the Colonial Secretary that the Government be placed in the hands of James Douglas, chief factor in charge of the Hudson's Bay operations in the Western department. This suggestion was ignored and Richard Blanshard was given the appointment. His experience in the office was so unfortunate that he wrote out his resignation within a few months of his arrival at Fort Victoria, and nominated a council of three to carry on the affairs of the colony. He left the following year.

The provisional council carried on until November 1851, when the Government dispatch appointing James Douglas governor was received. After the resignation of the first governor, the claims of Douglas for the office as being the one man who, by experience, ability and force of character, was fitted for the position, which had been advanced by his friends in the first instance, were realised, and the warrant of appointment was made out. The salary for the position was fixed at £800 a year.

That he soon proved his capabilities was evidenced when, on July 9, 1852, he was appointed

Lieutenant-Governor of Queen Charlotte Islands. In addition to the lieutenant-governorship he was also created a vice-admiral.

Some idea of the fine character of the man and his high sense of duty, as well as the difficulties of the office, may be gathered from the dispatch acknowledging his new appointments. In part he wrote:

"I cannot forbear expressing a feeling of diffidence in my ability to discharge the duties of another office, involving a serious amount of labour and responsibility, while I have no assistance whatever in the administration of public affairs; and while every function of the Government, whether military, judicial, executive or clerical, must be performed by me alone—a range of duties too extensive and dissimilar in their nature for my unaided strength to attend to with satisfaction to myself or advantage to the public. I will, however, most gladly do everything in my power to meet the views and wishes of Her Majesty's Government."

Roderick Finlayson, chief trader at the fort, was appointed to the provisional council by Douglas to fill the vacancy caused by his elevation to the governorship.

In 1853 the settlers on Vancouver Island totalled only 450, and these, jealous of the power of the company, petitioned the Imperial Government against renewing the lease of the island for another term of five years.

The settlers included the miners employed by the Hudson's Bay Company, as well as the few who

had taken up land. There were, all told, 300 in the vicinity of Fort Victoria, 125 at Nanaimo and 25 at Fort Rupert.

It was decided by the settlers to send, in 1853, Rev. R. J. Staines to England to further the protest against the renewal of the lease and to complain of their grievances. Mr. Staines had been brought out in 1849 as chaplain for the fort. He was accompanied by his wife, and together they taught the first school at Victoria, being indeed the pioneers of the British Columbia educational system.

Mr. Staines became dissatisfied principally because he was not given his supplies at the same rate as were the employees of the company, who were working under contract at meagre wages. He had been guaranteed £200 as chaplain and £340 yearly as schoolmaster. Having provided him with what was considered an adequate salary, the company charged him current rates for his requirements. He was prominent in the agitations against the company's control.

He embarked for San Francisco with the intention of taking ship there for England. The sloop upon which he took passage was struck by a squall in the Straits of Juan de Fuca and overturned. All on board perished.

CHAPTER XVII

LEGISLATION BY COUNCIL

FOLLOWING the resignation of Governor Blanshard and his appointment of a legislative council to administer the affairs of the colony of Vancouver Island, there was no meeting until April 28, 1852, when the council was summoned to conduct business.

This first item recorded was the receipt of a letter from Hon. James Cooper, one of the members of the council, asking to be permitted to have G. Langford act as his proxy at the meetings of the council during his absence from the colony. This was held to be illegal, as the right to a seat was vested in the person holding the same and was not transferable, but must be occupied in person.

After approving accounts, with the exception of the amount of the surveyor's salary, which was arranged should be charged against land sales, the first law enactment was considered. This was a liquor law. It was also suggested that a "Master and Servant Act" be passed, but this was deferred, and the next suggestion was that a duty of 5 per cent. be placed on all imports.

"It was objected to," reads the minute, "that it would prove a bar to the progress of settlement, impose a heavy burden upon settlers from England

importing implements and furniture, and that in the present state of the colony, there not being above twenty settlers on the whole island, the sum arising from the duty would not much exceed the expense of the officers necessary for its collection."

The matter of customs duties again came up on April 30. It was recorded that, the council deeming it inexpedient "to impose any customs duties on imports in the present state of the colony, the measure was postponed for further consideration."

On October 6, 1852, the licensing of liquor was again considered, when it was decided to issue wholesale and retail licences.

At the same time it was noted "that we consider it derogatory to the character of a member of council to be a retail dealer in spirituous liquors, or to follow any calling that may endanger the peace or be injurious to public morals."

October 12, 1852. — Mr. James Sangster was appointed collector of customs.

March 29, 1853. — Magistrates and Justices of the Peace were appointed as follows: Edward E. Langford, Esquimalt district; Thomas J. Skinner, Peninsula; Kenneth McKenzie, Peninsula; Thomas Blenkhorn, Metchosin. The justices were permitted to charge £1 a day for their services. Licence fees were fixed at £100 for a wholesale liquor licence and £120 for a retail licence.

On this date "The subject of public instruction was next brought under the consideration of council." It was decided to open two schools, one at Maple Point and another near Victoria: "there being about

thirty children and youths of both sexes, respectively, at each of those places."

March 31, 1853.—The site for the first school was fixed at Minies Plain, the building to be forty feet square. Hon. John Tod and Robert Barr, school-master, were appointed to superintend the work.

April 7, 1853.—John Work was appointed a provisional member of the council. A committee of four was appointed to locate a route for a road to Sooke. Justices were ordered to hold petty sessions each month and a general quarter sessions every three months, to hear cases.

September 20, 1853.—What was evidently the first trial by jury is recorded as having been brought to the attention of the council through the failure of the justices to keep a record of the complaint or proceedings. "The jury nevertheless gave the following verdict: 'We, the jury, find a verdict for the plaintiff for illegal detention of cattle belonging to said plaintiff, 2213 dollars with costs.' " The case was Webster *versus* Muir. It was decided to limit the civil cases to be tried in the justices' court to £100.

September 23, 1853.—It was agreed to institute a court of common pleas, or supreme court, having jurisdiction to try cases involving claims not to exceed £2000 sterling, appeal being to the governor and council. Mr. David Cameron was appointed to the judgeship at a salary of £100. He was instructed to draw up court rules. Regulations respecting the cutting of wood on public lands were framed.

December 2, 1853.—Fees were set for the justices' court. Fees for the colonial school were approved. Hon. John Tod, Hon. Roderick Finlayson and Thomas J. Skinner, J.P., were appointed as a committee to inspect schools.

July 12, 1854.—Appropriations for public purposes were passed: Erecting court-house, £500; roads and bridges, £500; finishing church, £500. "The council then proceeded to consider the state of the country and means of defending it against the Queen's enemies (Russians) in case of invasion." The governor proposed to call out and arm all the men in the colony and raise Indian auxiliaries, but this was not carried into effect. It was decided, however, to charter the steamer *Otter* and arm and man her with thirty men and "to employ her in watching over the safety of the settlements until Her Majesty's Government take some other measure for our protection."

August 3, 1854.—Sale of liquor to Indians was prohibited.

June 21, 1855.—Governor Douglas reported to the council the seizure of sheep by Americans from a British subject on San Juan Island. The expenditure for the year ending October 31, 1854, amounted to £3512 18s. 9d. This was ordered to be paid. The northern Indians were causing alarm about Victoria, having arrived in large numbers. It was decided to raise and arm a force consisting of eight privates, a corporal and sergeant to act under a "competent officer." The force was to be kept under arms until the savages returned to their homes. Appropriations

were approved for a public hospital, court-house and roads, amounting in all to £2000.

February 27, 1856.—Regulations respecting the sale and registry of lands were approved. Rev. Edward Cridge was appointed school-inspector. A military force to protect the colony from northern savages was again ordered to be raised. A strength of thirty men was deemed sufficient.

June 4, 1856.—The meeting on this date was called to consider a dispatch from the Imperial Government instructing that general assemblies of citizens should be called for the election of representatives to a House of Assembly.

CHAPTER XVIII

THE QUEEN CHARLOTTE GOLD RUSH

GOLD was first reported discovered by Indians reaching Fort Victoria in the summer of 1850. They brought specimens from Queen Charlotte Islands. The richness of the samples decided Governor Douglas, as chief factor of the Hudson's Bay Company, to send an expedition to the locality of Mitchell Harbour, Moresby Island, from where the gold was said to have come, to thoroughly investigate the stories told by the natives.

In July 1851 the trading-vessel *Una* was dispatched from Fort Simpson under direction of Chief Traders William McNeill and J. Work. There were eight workmen in addition to the usual crew of the schooner.

Upon arriving at Mitchell Harbour, it was found that the stories of the existence of gold were true, and they began trading with the Indians for the "pretty stones." The natives soon saw that the whites were anxious indeed for the gold, and accordingly insisted on extremely high prices, one man who had a nugget weighing twenty-three ounces asking 1500 blankets for it. The traders did, however, succeed in securing gold valued roughly at \$1000. On the return of the expedition word was sent south of the value of the discovery.

In October of the same year the *Una* again visited the place, which was popularly called in the succeeding years "Gold Harbour." The party located a very rich vein carrying 25 per cent. gold. The Indians proved very troublesome, rushing forward as soon as the men had fired a blast, seeking to seize the rich ore which had been broken from the vein by the shot. Frequent clashes took place between the whites and the natives. The prospectors succeeded in securing from the ore body gold valued roughly at \$1500 before deciding to abandon the place temporarily. On the way to Victoria the *Una* was wrecked.

In the meantime news of the new discovery had leaked out, and enterprising adventurers on Puget Sound fitted out the *Georgina* to sail for Mitchell Harbour. The schooner reached the Queen Charlotte Group, but was wrecked and the entire party, consisting of thirty persons, was captured by the natives, who stripped the unfortunate men of their clothes and ill-treated them during their captivity.

Fortunately for the *Georgina's* party, the *Damariscone*, another United States boat, was following her, and learned of the fate of the white men. Returning to Washington, the schooner obtained temporary appointment as a revenue-cutter and went to the relief of the imprisoned men, paying ransom to the Haidas for their release.

In March 1852 Governor Douglas sent the *Recovery* with a strong party to the place visited by the *Una*. Here friendly relations were established with the natives and the work of mining was

commenced, but the results were most disappointing, the rich vein proving to be only a "pocket."

Soon after the arrival of the Hudson's Bay party, a fleet of six schooners from San Francisco arrived, bearing between 250 and 300 men; although they prospected the vicinity they found nothing.

Later in the year, one of the six schooners, the *Susan Sturgis*, again appeared off the islands. Her master, Mat Rooney, thought he would adventure along the east coast. He took on a Haida chief as pilot, but under the direction of the native the vessel ran ashore. The Indian told him to take refuge with his crew in the cabins of the vessel while he and his friends defended the white men from the attacks of his tribesmen. A strong defence was simulated for a time, but at last the captain and crew were captured.

A letter was sent out "To whatever Christian this may come." It was brought to Chief Trader Work at Fort Simpson, and he immediately went to the relief of the imprisoned men, paying the Indians trade goods to the value of \$250 each for the captain and mate, and \$30 each for the crew.

The following spring Governor Douglas, as Lieutenant-Governor of Queen Charlotte Islands, issued a proclamation forbidding any person to mine on the islands unless he had first obtained a licence "on payment of a reasonable fee." The fee was set at 10s. a month, payable in advance at Victoria, but it is not recorded that any persons took out licences, as the failure to discover any further gold-deposits discouraged adventurers from going to a

region where the natives were so troublesome and the other dangers incidental to a new country were apparent.

Captain J. C. Prevost, in H.M.S. *Virago*, went to Queen Charlotte Islands to investigate the capture and destruction of the *Susan Sturgis*. He was of the opinion that the pilot had acted in a dual rôle, but did not punish the tribe. Instead, he took the chiefs on board his ship and showed them the big guns, impressing them with the power of destruction of the weapons. He then talked to them of the folly of their actions, and at parting presented them with a Bible, which for years was the most cherished possession of the tribe.

CHAPTER XIX

THE SAN JUAN DISPUTE

WHEN the boundary treaty of 1846 was drawn, the definition of the line from the continental shore at Semiahmoo Bay through the islands to the Straits of Juan de Fuca was left in a most ambiguous state, it being simply set out as "southward through the channel which separates the continent from Vancouver Island." There were three channels to which such a description might equally apply. The first, the Straits of Haro, closest to Vancouver Island; second, a middle, unnamed waterway; and third, Rosario Straits, separating the islands from the mainland.

Ten years after the settlement of the "54-40 or fight" argument by establishing the line along the forty-ninth parallel, both Governments appointed commissioners to endeavour to negotiate an agreement as to the location of the international line. Captain J. Prevost, in H.M.S. *Satellite*, was selected to have charge of the British party, while soon after Mr. Archibald Campbell was chosen to represent United States.

Upon going into the question, Captain Prevost found that there were no accurate charts in existence, and consequently the admiral commissioned

Captain George H. Richards, in H.M.S. *Plumber*, to make a survey.

After the joint commission had agreed upon the exact spot for the boundary-line post at Semiahmoo Bay, the argument was commenced as to which was the proper channel to follow between the islands. Captain Prevost contended that, as the Hudson's Bay Company had occupied San Juan Island since 1843, this land at least should be included in British territory, and indeed argued that the intent of the treaty was that Rosario Straits was the intended route, but this view was denied by Mr. Campbell. Finally they agreed to refer the matter to their respective Governments for amicable settlement.

That the Imperial Government was firm in its determination to keep San Juan, although willing to permit the line to be marked through the middle channel, was evidenced in a dispatch from Lord Russell to Lord Lyons, British Minister at Washington, August 24, 1859. In part, he said:

"Her Majesty's Government must, therefore, under any circumstances, maintain the right of the British Crown to the Island of San Juan."

Following the policy adopted in Oregon prior to the claim made by United States for that territory, United States citizens began to "squat" on San Juan Island when it first became apparent that the land was in dispute. In 1854 an American collector of customs visited the island and attempted to collect taxes. These were refused by the Hudson's Bay officer in charge, who reported to Governor

Douglas, and the latter repaired to the place with the collector of customs for Victoria, who hoisted the Union Jack, an action followed by the United States officer with the Stars and Stripes.

In March 1855 an attempt was made to enforce payment of taxes to United States, and a number of Hudson's Bay sheep were seized and sold.

The crisis that almost brought the two nations to war did not eventuate until June 1859, and the indirect cause of it was a pig belonging to the Hudson's Bay Company. It was shot by a settler named L. A. Cutler. Payment was asked, but the settler threatened to shoot more stock if it wandered near his place.

Brigadier-General W. S. Harney, a warlike officer who had been engaged in Indian fighting, visited the island and seized upon the incident of the pig to give him an excuse for "protecting the American citizens of the island of San Juan against the British." He acted upon his own responsibility in ordering Captain Pickett, with sixty men, to occupy the island. This captain, who was very bellicose, told the British naval men who visited the island upon learning of the occurrence, that he would "prevent an inferior force landing; would fight an equal force, and protest against a superior force."

It was only the forbearance and sound judgment of Governor Douglas that prevented a clash. He used his influence at all times for pacific purposes.

Later Lieutenant-Colonel Casey was ordered by General Harney to reinforce Captain Pickett, which he did with four companies and eight large cannon.

Eventually news of General Harney's warlike demonstration reached London and Washington, and a protest was at once made to the United States Government, the president expressing "the utmost surprise and regret." On September 16, 1859, General Winfield Scott was ordered to proceed to the scene and take command of the troops in Washington territory, superseding General Harney.

On his arrival, he withdrew Captain Pickett from the island and replaced him with Captain Hunt, at the same time suggesting a joint military occupation. After some delay this was agreed to. Captain George Bazalgette, of the Royal Marines, having charge of one hundred men, landed from the war-ships from Esquimalt, while Captain Hunt remained in charge of an equal number of American troops.

"If this does not lead to a collision of arms, it will again be due to the forbearance of the British authorities," said General Scott in a dispatch to Washington, "for I found both Brigadier-General Harney and Captain Pickett proud of their conquest of the island, and quite jealous of any interference therewith on the part of higher authority."

Eventually, following the civil war in the United States, it was agreed to submit the dispute to arbitration. The Emperor of Germany was selected, and for some reason he decided in favour of the United States on October 21, 1872. There was much dissatisfaction at the award.

CHAPTER XX

THE FRASER RIVER RUSH

JUST where and by whom gold was first discovered in the southern interior of British Columbia has been a matter of argument for years, but following the finding of placer deposits near Fort Colville, on the Columbia River, in Washington territory, in 1855, the valuable metal was located in British Columbia.

According to what is regarded as an authentic source, gold was being taken from the Thompson and Fraser Rivers in the summer of 1856.

Governor Douglas stated that the discovery of gold was made half a mile below Nicomen Creek, on the Thompson River, by an Indian who stooped to drink from the stream and was attracted by a shining pebble. So attractive were the pretty stones that the whole tribe began collecting them.

Another story places the point of discovery at Tranquille Creek, close to the present location of the tuberculosis hospital.

In 1857 American gold-seekers followed up the Okanagan River from Fort Colville and passed over to the Thompson, their reports causing considerable excitement in Washington and Oregon, but not sufficient to start a stampede for the locality.

In February 1858 Governor Douglas sent 800 ounces of gold which the Hudson's Bay Company had traded from the Indians to the mint at San Francisco. News of this shipment soon leaked out, and the excitement in California rose to fever-heat. The mines which had led the "Forty-niners" to cross the plains to the golden state were on the decline, and the news of a new field, backed by such tangible proof of its richness as the shipment forwarded to the mint, was eagerly seized upon. Every conceivable craft that could be fitted for the journey made ready to take passengers for the "Couteau" country, as the new fields on the Fraser and Thompson were known.

Fearing an influx of miners, Governor Douglas issued a proclamation fixing a licence of 21s. monthly for the privilege of mining in the new territory. He took this step by virtue of being the governor of a British territory closest to the newly located area, there being no Government on the mainland except that of the Hudson's Bay Company, of which he was the chief factor.

Although parties from Washington and Oregon made their way overland, or by canoe, sail-boat and even raft, for the mouth of the Fraser River when the news spread, the real vanguard of the stampede did not reach Victoria until April 25, 1858, when the steamer *Commodore* landed there with 300 miners.

The *Commodore* came from San Francisco and was quickly followed by other vessels, until within a few weeks the quiet of the little trading-post of

Victoria was disturbed by thousands of men eager to reach the new diggings. Tents and shacks sprang up about the stockade as if by magic, and it was only with the greatest difficulty that Governor Douglas prevailed upon the horde to keep the peace. He let it be known, however, that no violence would be tolerated, and, backed as he was by several warships at Esquimalt, the miners took him at his word and maintained the law.

The Fraser River was a busy place. Men toiled all day long against the stream, rowing heavy clumsily-built boats, or poling crude rafts, laden with freight, slowly along the edge of the river. Fort Langley became a very centre of activity, a stream of men passing and repassing up the bank to the trading wicket, and past the sentry at the waterfront gate to the big enclosure with its stores, blacksmith-shops and cooperage.

Fort Hope, established by Ovid Allard, was the place where most of the adventurers deserted their boats and made the journey to Yale, some fifteen miles farther and the centre of the mining excitement, by land. Some few did succeed in forcing their way against the rapids, and many perished in attempting to do so.

CHAPTER XXI

INDIAN TROUBLES

THE advent of the first white miners, early in 1858, to the Thompson and Fraser Rivers was marked by hostility on the part of the natives. At first, however, their interference was similar to that of the Haidas of Queen Charlotte Islands, waiting until the white men had uncovered the gold, then rushing forward to seize it.

The manner in which the Indians were holding their own against the whites in an Indian war in Oregon and Washington territories, coupled with the disregard of the American miners for the natives, resulted in the Indians becoming more and more threatening in their demeanour, while thefts from the miners' camps through the Black Canyon and above the Forks (Lytton) increased. The citizens of United States had never been fortunate in their dealings with the Indians of their own plains, and the British Columbia natives from the first appearance of traders among them had mistrusted "Boston men." The majority of the miners came from across the border, and they did not hesitate to show their contempt for the red-man.

In the first months of the rush, Indians had attacked a large party of miners making their way overland from the Columbia to the diggings.

Just south of the international border in the Okanagan Valley Indians threw up defensive works, building rifle-pits at the top of rising ground, and here a battle waged for a whole day, several whites being hit during the engagement, but eventually the miners succeeded in making their way to the Thompson River, although bothered for a considerable part of the journey by being followed by natives.

As the summer of 1858 wore on the Indians became more menacing. It was reported that they were being supplied with arms and liquor by Chinese, but whether this was true was not definitely established.

In August the flame of Indian warfare burst in all its fury in the canyons. Miners working on the bars between Yale and the Forks fled in terror to Yale from the sudden attacks of the natives. Those who failed to do so at the first outbreak were killed, and their mutilated bodies were thrown into the river.

The miners at Yale, of whom there were about 3000, immediately prepared to carry the fight to the Indians. A company of forty riflemen was formed under the leadership of a man named Rouse. They made their way as far as the present site of Spuzzum, where they engaged in a pitched battle with the Indians, killing seven. They continued on to the Forks, burning three villages and engaging in fights with Indians at different points.

Following the return of Captain Rouse's expedition, bodies of white men continued to float down through the canyon, incensing the miners, who determined on sending a further force to meet the natives. Different opinions were expressed, one

section calling for a war of extermination, while those more pacifically inclined argued that only measures sufficient to guarantee the safety of the lives of the whites along the river should be taken.

The extremists accordingly organised under a man named Graham, while the others enlisted under H. M. Snyder. The more warlike endeavoured to force Mr. Ovid Allard, the Hudson's Bay Company officer, to deliver all the arms at his command to them, but this he resolutely refused to do, but later they were handed over to Mr. Snyder's party. Allard endeavoured to induce the Indians to desist in their attacks on the white men.

Captain Snyder took one side of the river, Captain Graham with his force operating on the other shore, following at a little distance behind.

At China Bar, Captain Snyder came across five men, including Ned Stout and "Old Texas," barricaded behind rude fortifications of their own making, holding off the Indians. Every one of the five was wounded, several seriously. There had been twenty-six in the party, under command of Jack McLennan. They were at Nicomen Creek, on the Thompson, when McLennan was warned by a squaw of the impending massacre of miners in the canyons.

The party started for Yale, travelling at night. All went well until they were crossing the face of Jackass Mountain, when the Indians attacked from above, killing three. From that moment, day after day, they kept up a desperate fight. McLennan was killed and Archie McDonald took command of the remnant. They ran out of food, and in order to provide

themselves with the necessities of life made a night attack on an Indian village. Seventeen others fell, and the five were making their last stand when relief came.

Snyder succeeded in effecting peace treaties with the native chiefs, but Graham, intent on "war to the knife," insulted the bearer of a flag of truce brought to his camp by a native after Snyder had discussed peace with the chiefs. That night Graham and his lieutenant were shot as they stood in front of their camp-fire.

Various estimates have been made of the number of white men killed in the brief but vicious war, it being stated that more than a hundred bodies were recovered from the river and on the bars. The tally of Indian dead is unknown, but their casualties were small in comparison with those of the surprised miners.

CHAPTER XXII

EARLY MISSIONS

OF prime importance in the story of the development of British Columbia was the part played by the brave missionaries who came to the little-known shores of the Pacific to bring the comforts of religion to white man and savage alike. Regardless of denomination, the pioneers of the coast and interior valleys gave warm welcome to the missionaries who came to share with them the toils and privations of carving out from a wilderness a home for future generations.

Not only did the men of God share the sorrows and joys of the early settlers, but they advanced beyond the few sparsely settled areas and carried their message to the natives in districts remote from civilisation.

Irrespective of creed, Chief Factor Douglas and his subordinate officers of the Hudson's Bay Company gave every possible assistance to the clergymen, the gates of the company's forts being open to them at all times, while mission-posts of faiths different from that professed by Governor Douglas were from time to time indebted to him for his thoughtfulness and generosity.

Space does not permit of any detailed account of the splendid work for Christianity and civilisa-

tion effected by the self-sacrificing men in priestly orders of the different denominations represented in the early days of settlement.

Their work was not only confined to religious instruction, but was largely, in addition, efforts to help in the betterment of the physical and social condition among those with whom they came in contact. Strong in their condemnation of evil, they were at all times ready and willing to help the pioneer solve the problems of his everyday life, to nurse him in sickness, condole with him in his sorrows and congratulate him upon his successes.

Those of the Church who volunteered to preach the story of Christianity to the Indians were in constant danger. The very nature of their work brought them into daily contact with the perils of a new country. Long trips in canoes over stormy waters, lonely pilgrimages through the forest trails or over the mountain passes, were accepted without complaint. But great as were the dangers of the country itself, they were nothing as compared to the chances they took in combating the doctrines of the native shamans, or medicine-men.

The superstitious natures of the Indians gave the medicine-men an almost complete control over them—indeed the shaman held the power of life or death over the members of his tribe. He had only to indicate that some person was possessed of an evil spirit to bring about the destruction of the suspect.

It was against this power, entrenched by centuries of implicit belief, that the missionaries had to battle.

Realising that the story of Divine Love and Peace as taught by the white missionaries meant an end to their dominion, the shamans tried to accomplish their downfall, using their adherents to attempt assassination.

Gradually, by their persistent effort and kindly treatment, these heroic workers won their way into the confidence of the Indian, brought him the message of Salvation and taught him the arts of civilisation. Behind the missionary came the white trader, for in districts where it had been unsafe for a white man to venture, commerce followed the Church and found the way safe. But the very smoothing of the pathway often brought new perils, for unscrupulous men took advantage of the weakness of the natives and introduced firewater, kindling again the fires of savagery and destroying much of the work of the good priests.

They persevered in their labours, teaching the children to read, and the older ones the elementary laws of sanitation; battling against evil, and attending the sick. Truly the missionaries of British Columbia were a race of noble men and women who contributed tremendously—and are still doing so—to the development of the province.

CHAPTER XXIII

COAST INDIANS TROUBLESOME

THE settlement of the British Columbia coast was not effected without danger and some considerable loss of life in clashes between the natives and white sailormen.

One of the outstanding massacres of earlier times was the successful attack by Chief Maquinna and his tribe at Nootka, in March 1803, when, with the exception of two men who were taken prisoner, the officers and crew of the United States ship *Boston*, Captain John Salter, were killed.

The same year the *Atahualpa*, Captain Oliver Porter, another American trading-vessel, was attacked, this time in Millbank Sound, and the captain and nine men were killed. Of the remaining members of the crew, nine were wounded and five only escaped injury. The survivors of the first rush managed to train a cannon on the war-canoe filled with natives who were endeavouring to cut the anchor-rope, and killed nearly a score by a single discharge. The loss to the savages in this attack was very heavy.

In 1811 the *Tonquin*, a ship which brought the Astorians to found the first United States trading-post on the Columbia River, was attacked off the west coast of Vancouver Island when Captain

Jonathan Thorn insulted a native chief. The Indians the next day took a terrible revenge, killing all except five whites and the half-breed interpreter. Four of the men endeavoured to escape under cover of darkness in a boat, but were driven ashore to be subsequently massacred. One man, named Lewis, badly wounded, remained on the vessel and encouraged the Indians to come aboard and take possession of her. When more than three hundred had accepted the invitation and were engaged in looting the cargo, Lewis set fire to the powder-magazine. Only a few savages escaped death. The interpreter managed to get away.

Mention has already been made of the capture by the Haida Indians of the *Susan Sturgis* in 1852. Seven years later the *Swiss Boy*, Captain Weldon, was captured by Barkley Sound savages, who drove the captain and crew below decks and cut away masts and rigging, wrecking the boat in less than two hours. The lives of the officers and crew were spared through the intervention of one of the chiefs.

The trading-sloop *Kingfisher* was attacked by Ahousat Indians off Matilda Creek, Clayoquot Sound, August 1864. Captain James Stevenson and his crew of twelve were massacred after a gallant defence. H.M.S. *Sutlej*, Admiral Denman, on learning of the affair, went to the locality to arrest the murderers. The tribe refused to surrender them and nine villages were shelled and destroyed as a result. In the fighting at least fifteen Indians were killed and a number wounded.

In 1861 the Haidas, returning from an excursion to Victoria, raided the schooner *Laurel* and several sloops, and broke into and robbed the homes of settlers on Salt Spring Island. H.M.S. *Forward* was sent after them and, overtaking the Indians near Cape Mudge, May 17, 1861, demanded the surrender of the robbers. This was refused and the camp was shelled.

William Brady was killed when his open boat was attacked in April 1860 by Cowichan Indians.

Two Indians were hanged at Hesquiat, on the west coast of Vancouver Island, for the murder of the survivors of a barque *John Bright*, including the wife of the captain and her maid-servant. The ship was driven ashore and it was claimed that about ten persons escaped death by drowning only to fall victims to the savages.

There were many other cases, including the murder of Peter Brown, a shepherd, near Victoria, which was punished by the hanging of two Indians at Nanaimo in 1853; the killing of Captain Jack Knight and two companions at Rivers Inlet in 1868, and the attack the same year on the sloop *Thornton* at Nakwakto Rapids. Fifteen Indians were killed in this fight.

CHAPTER XXIV

A NEW COLONY FORMED

IN 1857 the subject of the special trading privileges enjoyed by the Hudson's Bay Company on Vancouver Island came up for review, and after an investigation of the situation it was decided by the Imperial Government to bring the term of exclusive trade to a close. At the same time, the attention of the authorities was attracted to the status of the mainland of British Columbia by reason of the gold rush. It was felt that the influx of thousands of miners would make the preservation of the fur company's privileges there most difficult to maintain, and so, with the full agreement of the company, these were all relinquished.

In 1858 Lord Lytton wrote on behalf of the British Government asking Governor Douglas to sever his connection with the Hudson's Bay Company and accept, in addition to the governorship of Vancouver Island, a similar position in the new colony to be established on the mainland, which was given the name of "British Columbia" by Her Majesty Queen Victoria.

Governor Douglas, after due consideration, accepted the offer, and the infant colony was thus able to enjoy the talents and direction of the one best fitted for the position.

In a subsequent dispatch setting forth the duties of his office and the attitude of the Government towards the infant colony, Lord Lytton remarked:

"You will keep steadily in view that it is the desire of this country that representative institutions and self-government should prevail in British Columbia, when, by the growth of a fixed population, materials for these institutions shall be known to exist; and to that object you must from the commencement aim and shape all your policy.

"A party of Royal Engineers will be dispatched to the colony immediately. It will devolve upon them to survey those parts of the country which may be considered most suitable for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of government, to point out where roads should be made, and to render you such assistance as may be in their power, on the distinct understanding, however, that this force is to be maintained at the Imperial cost for only a limited period, and that if required afterwards, the colony will have to defray the expense thereof."

The afternoon of November 19, 1858, was a wet and dreary one outside of the buildings of Fort Langley. At the masthead of the big flag-pole dripped the Union Jack, while the flags of the ships on the river hung soddently. It was a gala day—at least so the suppressed excitement, the unwonted crowds within the palisades, and the passing and repassing of scarlet-clad members of the Royal Engineers, but lately arrived, indicated.

Within the largest house—the officials' quarters

—a ceremony was in progress. The rooms of the place were crowded with officers of the navy and militia, officials of the company, and dignitaries of the colony of Vancouver Island.

Governor James Douglas of Vancouver Island, addressing himself to a stranger, solemnly administered to him the oath of office as chief justice of British Columbia, and Matthew Begbie, donning wig and gown, in turn administered the oath to Douglas as governor of Her Majesty's newly-born colony of British Columbia.

Followed announcement by the governor that the exclusive trading privileges of the Hudson's Bay Company within the colonial boundaries had ceased, and the proclamation creating the new colony was read.

There were cheers and handshakings, the guns in the bastions boomed forth, and the heavier artillery of the armed boats proclaimed that British Columbia was a new and separate colony.

CHAPTER XXV

ROYAL ENGINEERS

CONSISTENT with the promise made by the Colonial Secretary at the time of the formation of a separate colony for the mainland, a detachment of Royal Engineers was ordered to British Columbia to assist in laying out the necessary engineering works, as well as providing an adequate military establishment for the preservation of law and order. One of the duties with which the force was especially charged was the selection of a site for the capital of the colony.

The Engineers were dispatched to the Pacific coast in three parties. The first, under command of Captain R. M. Parsons, consisted of twenty men, chiefly surveyors; the second, commanded by Captain J. M. Grant, was composed of twelve men who understood carpentry; and the third detachment comprised the balance of the command under direction of Captain H. R. Luard.

The first and second parties left England on September 2 and 17, 1858, coming by way of Panama. They arrived at Victoria on October 29 and November 8, and were present when the ceremonies incidental to the formal birth of the province took place at Fort Langley, November 19,

1858. The main section left England October 10, 1858, on the ship *Thames City*, coming by way of Cape Horn. They arrived at Esquimalt April 12, 1859. Under Captain Luard were Lieutenant A. R. Lempriere and Lieutenant H. S. Palmer. Colonel Richard Clement Moody, the officer commanding, left England for British Columbia, via Panama, October 30, arriving at Victoria on Christmas Day.

In addition to his command of the soldiers, Colonel Moody was also commissioned lieutenant-governor and was chief commissioner of works for the colony.

The total force consisted of 165 officers and men.

One of the first duties of the corps on arriving in British Columbia was to take a part in "Ned McGowan's War," a dispute which arose over the conflict of jurisdiction of rival magistrates at Yale and Hill's Bar, and the taking of sides with their respective officials by miners of the two places. The serious reports of the disturbance which were conveyed from the scene to the authorities proved to have been greatly magnified and the trouble was easily adjusted.

It was the first intention to construct the capital at Derby, near Fort Langley, but this was changed on the advice of Colonel Moody.

It would be impossible in limited space to detail the beneficial works of this body, which undertook labours of a most diversified character. In summarising their activities, His Honour Judge Howay, in his valued history of British Columbia, says:

"All the important explorations in the colony,

a great deal of the surveying of town sites and country lands, and the selection of the lines of roads, were performed by them. Portions of the Douglas-Lillooet, the Hope-Similkameen, the Cariboo and the North roads were built by them. The maps of the colony and of portions of it were made by them, from their surveys, prepared in their drafting-office and lithographed and published by them. The designs of the first schoolhouses and churches, the first colonial coat-of-arms and postage-stamps were prepared by them."

The detachment was disbanded in 1863, and Colonel Moody, with the officers and about twenty men, returned to England. The others remained to make their homes in British Columbia, being entitled by reason of their services to grants of 150 acres each. In this manner the infant colony became possessed of a splendid type of men, all of whom were qualified artisans. Many had brought their wives and children with them upon coming to the colony.

CHAPTER XXVI

THE FOUNDING OF NEW WESTMINSTER

It was the original intention of Governor Douglas to establish the seat of government of British Columbia at a townsite adjacent to Fort Langley, and following his inauguration the sale of properties there commenced. The lots were put up for sale at Victoria on November 25, 26 and 29, with an upset price of \$100. The new town was to be called Derby, and the sales were subject to payments being completed within one month of purchase. The biddings brought prices ranging from \$150 to \$750 the first day, \$41,000 being realised. The second day lower prices prevailed. About 400 lots were sold.

Upon the arrival of Colonel Moody, who bore the appointment of chief commissioner of lands in addition to those of lieutenant-governor and commander of the Royal Engineers, he took exception to the location of the proposed capital. He found that it would be incapable of easy defence and liable to flooding at extremely high water. This had indeed been the experience of the Hudson's Bay Company, for Derby was practically on the site of the original fort built in 1827, which was rebuilt, following a fire, on higher ground.

The steeper ground at the broadest part of the Fraser, fourteen miles from the river-mouth, made

appeal to Colonel Moody, and he commissioned Lieutenant Mayne, R.N., and Dr. Campbell to examine the locality.

Colonel Moody selected the site for the city a little farther down than the place examined by them, and which they found to be very heavily wooded.

The place was far more suitable than Derby, having a good depth of water, high ground which could be defended to greater advantage, and was nearer the mouth of the Fraser.

Colonel Moody was in favour of calling the new location Queensborough, and public notice was given that the town would be laid out there as the capital.

Objection was entered by the residents of Victoria to the name, as being an infringement of the respect that had been shown by the Vancouver Island capital having been named in honour of the sovereign. The matter was finally referred to Her Majesty for settlement, and she chose "New Westminster."

Tenders were called for the clearing and erection of certain buildings in the spring of 1859 by Walter Moberley, as superintendent of public works.

While these were in preparation, the Royal Engineers, or "sappers," were transferred to the new town site and erected buildings for their own accommodation. The local name of Sapperton was given to the spot. Colonel Moody moved to New Westminster (or as it still was then, Queensborough) in May 1859.

The lots were put on sale as soon as the surveys were completed. Those who had purchased lots at Derby were permitted to exchange their equities for land in the new town. When the lots were put on sale early in June 1859, it was announced that a portion of them were reserved for disposal in England, but this policy met with the disapproval of the Colonial Secretary as being encouragement to speculation and absentee ownership. The result was that the reserved properties were later disposed of in British Columbia.

The bidding was brisk in the initial sale, the prices ranging from \$100 to \$1925.

On June 2 Governor Douglas issued a proclamation establishing a tariff of customs duties and declaring the port to be the sole port of entry of all vessels entering the Fraser River. Prior to this Victoria was the only port of entry for the river.

CHAPTER XXVII

THE CARIBOO GOLD RUSH

As the bar workings on the Fraser above and below Yale could only be operated at extreme low water, the miners in 1859 started to work the higher ground of the benches; but as this method of mining was more costly than the "wet workings," prospectors and men of little or no capital pushed up the river, looking for further areas which could be operated with the means at their disposal.

Adventurous men, fearing nothing, but lured on by the vision of great wealth to be found where the gold was located in larger particles than the dust of the more accessible workings, made their way in small parties to the Forks. Some prospected the Thompson River, discovering gold in paying quantities, and still others continued with the Fraser, going beyond Alexandria, working all the bars along the river-course. Gold was found in nearly every instance, but still the miners wandered over the country, adventuring up creeks and through mountain-passes where no white man had been before them.

One of the first of these argonauts was Aaron Post, a Californian, who made his way to the mouth of the Chilcotin River.

Some turned off and followed the Quesnel River,

and these found excellent showings on the bars that they examined.

It was late in the summer when Cariboo Lake was located. On rudely-constructed rafts the miners made their way along its shores, and rich strikes rewarded their efforts.

The Horsefly River, flowing into Quesnel Lake, was one of the earliest of the famous Cariboo streams to prove a rich producer. Here a party of five men with two rockers took out 101 ounces of gold in a week.

As the news of these rich strikes filtered down the river to Yale, that place lost rapidly in population. Scores flocked to the new regions, while others joined in a rush to the Similkameen Valley.

Early in the spring of the following year, hundreds of men were on their way to the new diggings about Quesnel and Cariboo Lakes, while others took part in the trek to Similkameen. Adam Beam, on his way to this region, discovered gold at Rock Creek, and a stampede took place to the find. In all directions the miners were feverishly searching for auriferous workings, but the main attraction was to the Cariboo, where the gold was coarser and the indications more extensive. Ferguson Bar, above Alexandria, proved to be rich indeed, yielding as high as \$60 a day per man near the river, and as it was worked back returning lesser but still profitable returns.

It was estimated that, of the 4000 miners in the colony in 1860, fully three-quarters of them were in the country contiguous to the Upper Fraser.

New discoveries were made almost every week. "Doc" Keithley, with George Weaver and several companions, located an exceptionally rich creek which was named Keithley Creek in honour of the leader of the party. The same men later, with John Rose and a man named McDonald, located the famous Antler Creek, which was very rich.

Followed in 1861 the discovery of Williams Creek, named after "Dutch Bill" Dietz—declared to be the world's richest creek. At first it did not give indications of its tremendous wealth, but later proved to be a veritable Eldorado.

Another creek of rich deposits, Lowhee Creek, was discovered the same year by Richard Willoughby and named after a secret society to which he belonged.

Lightning Creek, another of the big paying localities, was located by three miners, Bill Cunningham, Jack Hume and Jim Bell. It was difficult travelling, and Cunningham made use of his favourite expression, "Boys, this is lightning." Upon ascertaining the wealth of the deposits the others voted to call the place "Lightning."

It has been estimated from the returns that official recorders could discover that, in the year 1861, the output of gold amounted to \$2,666,118, but this sum, miners who were in the country declare, was underestimating the aggregate.

CHAPTER XXVIII

THE CARIBOO ROAD

THE discovery of rich gold-bearing creeks in the Cariboo country made the construction of a highway to the interior a matter of great necessity. The first effort was to build by way of Harrison Lake and Douglas, a community which the road gave birth to on the lake, to Anderson Lake and Lillooet. This work was largely undertaken by Royal Engineers and voluntary labour on the part of the miners, and for a time it served the needs of the colony. It had, however, many disadvantages resulting from lake shoals, sloughs and streams, and required much extra handling of freight, although its completion materially reduced the then excessive cost of freighting to the new territory.

Governor Douglas was anxious to have a better and less difficult highway, and different ideas were suggested. The Royal Engineers were set to work to develop the trail from Hope to the Similkameen into a highway, while Alfred Waddington of Victoria advocated building to the Cariboo from Bute Inlet.

Mr. Walter Moberley, an enterprising young man, suggested that the Indian pathways through the canyons above Yale could be widened where possible and a serviceable roadway could be constructed through the rock-ribbed chasms. At first he could

get but little support, but at last interested Colonel R. C. Moody of the Royal Engineers in the project, and he declared that the work was feasible, although it was a tremendous undertaking.

At last Governor Douglas was convinced of the feasibility of the idea, and Mr. Moberley became associated with Charles Oppenheimer and T. B. Lewis in the work. They undertook to build the road for a substantial Government bonus and the privilege of taking tolls.

It was finally arranged that Captain J. M. Grant, with a force of soldiers and civilian labour, should construct the section from Yale to Chapman's Bar; Joseph William Trutch was to take a contract from Chapman's Bar to Boston Bar; Thomas Spence was to build from Boston Bar to Lytton, and Oppenheimer, Moberley and Lewis were to build from Lytton to join with a road being built from Fort Alexandria.

Governor Douglas had anticipated that he would be able, without difficulty, to secure a substantial loan from the Imperial Government for the work, but disappointment met his endeavours. He even went the length of offering to pledge his personal fortune for the money.

The advances to be made by the Colonial Government from time to time to keep the work going were not forthcoming with any regularity, and the result was that Mr. Moberley, the originator of the idea, and his partner Oppenheimer, were ruined. They had bought out the interests of their associate Lewis.

The Government took over Moberley's charter and employed him as superintendent. The work was completed, and it proved to be one of the greatest pieces of road-engineering on the continent. So well was the work done that even to this day sections of it through the canyons may be travelled over in safety. The roads became the highway to the Cariboo, and continued in operation over the whole length until the building of the Canadian Pacific Railway, which did some damage to the road-bed, but it was the construction of the Canadian National Railway that completed the destruction of the highway in the canyon above Yale. Changing conditions and the introduction of the automobile resulted in a public demand for a re-establishment of the road, and this was commenced in 1925.

CHAPTER XXIX

THE CHILCOTIN WAR

EVEN before the Cariboo road was suggested from Yale, Alfred Waddington had been advocating a highway into the interior from the head of Bute Inlet, while others were just as insistent in their arguments that the most accessible route could be constructed from Bella Coola on Bentinck Arm, the point at which Sir Alexander Mackenzie came out to tide-water.

The result of these arguments was that Waddington secured a charter in 1862 for his proposed highway, permitting him to charge tolls for its use, and commenced construction as soon as he could make suitable arrangements. Others favouring the more northern route started packing into the interior from Bella Coola.

By the end of April 1864, Waddington's trail had been completed for a distance of forty miles along the Homatcho River. Two parties were engaged on the work, while a man named Smith was hired as a ferryman on the river.

On April 29 three Indians attacked and killed Smith. They followed this murder by enlisting other natives to wipe out the rest of the whites in the district. At night they came upon the camp where

twelve of the road-builders were asleep, and shooting and stabbing at the slumbering men through the canvas, they succeeded in killing nine. Three managed to escape with the utmost difficulty, one being severely wounded. Four miles distant along the trail, Superintendent Brewster with three men were in the second camp. The four of them were murdered.

Emboldened by their success, and fired with the idea that they could drive the white men from their country, the Indians crossed the Cascade Mountains with the intention of attacking the settlers and pack-trains along the Bentinck Arm route. Their numbers were swelled by recruits and they succeeded in surprising and murdering a settler at Puntze Lake. The natives lay in wait along the trail and ambushed the pack-train of Alexander McDonald, who, with seven others, was freighting goods into the interior. Three men, including McDonald, were slain, and the Indian wife of a white man named McDougall who had sought to give warning of the proposed attack was also killed.

When news of these massacres reached New Westminster, Governor Seymour, who had lately succeeded Governor Douglas, dispatched a force to Bute Inlet, under command of Chartres Brew, in an effort to force a passage in to effect a junction with a large party, under direction of W. G. Cox, which advanced into the Chilcotin country towards the coast.

With the interior party was Donald McLean, formerly a chief factor in the Hudson's Bay service.

He was shot down while scouting in advance of the others.

Considerable opposition and some fighting took place at Puntze Lake, in which one man was wounded.

Chartres Brew found it impossible to proceed by way of Bute Inlet, so led a second attempt from Bentinck Arm. On his arrival at Bella Coola he found the natives of that place friendly, the murders having been committed by other tribes. He succeeded in joining forces with Cox's expedition.

Finally, on August 11, two chiefs and six others gave themselves up to the white men, saying that there were ten others who had taken part in the actual killings, but these could not be secured until the following spring.

Two of the Indians gave evidence for the Crown at the subsequent trials at Quesnel Mouth in September. Five were sentenced to death by hanging, and the eighth murderer to life imprisonment.

The cost of the "Chilcotin War," as it became known, amounted to \$80,000, no inconsiderable sum for the infant colony.

CHAPTER XXX

THE BURRARD INLET SETTLEMENT

LATE in the fall of 1862, an Indian dugout bearing a native and a young white man passed down Burrard Inlet from the end of the trail that led from New Westminster to the site of Port Moody. The white man, a young Englishman named John Morton, was being taken by the native to a place where a seam of coal could be seen. They camped for the night on the south shore of the inlet, and after having viewed the outcropping (in what is now Stanley Park) they returned to the same camping-ground. Morton stood on the beach and looked up and down the splendid harbour, and envisioned a great city on its shores in the future. He determined to take up land there.

In company with his cousin, Sam Brighthouse, and a friend, William Hailstone, the plan was carried into effect, and the same year they made arrangements to purchase approximately five hundred and fifty acres, extending from the inlet to English Bay and comprising what is now Lot 185 (the West End).

They erected a small log cabin and barn, and the

following year cut a trail across the peninsula near the present Carrall Street.

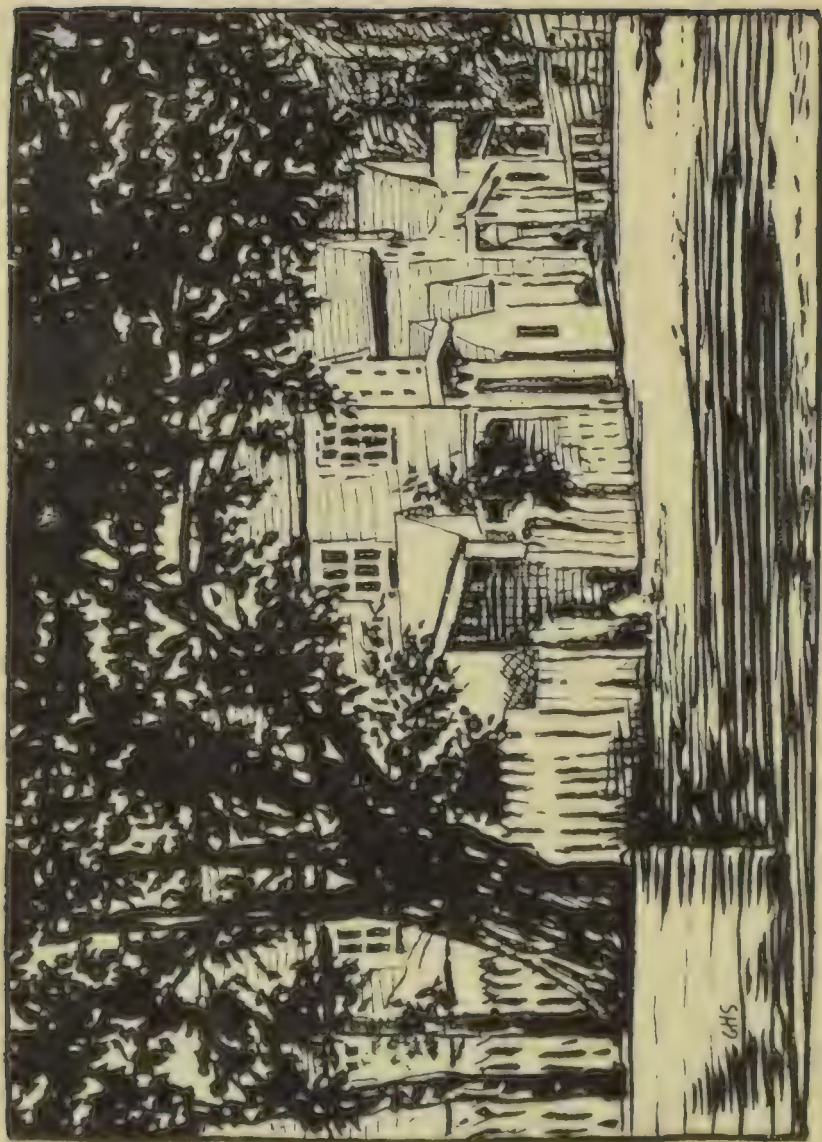
The three partners remained on their place until 1864, when their holdings were leased, Morton and Hailstone going to California for a time, and Brighthouse taking up 697 acres on Lulu Island.

It was in the year 1863 that two men, Graham and Hicks, of New Westminster, saw the possibilities of a timber-industry on the shores of the harbour. They erected a mill on the north shore. It was operated by water-power.

The venture proved to be disastrous for them, and they lost most of the money that they had invested. The plant and property were then acquired by Messrs. Moody, Nelson & Co., who installed a steam-engine, and successfully operated the mill for a number of years. The village that grew up about the mill became known as Moodyville, being named in honour of the senior partner, Mr. Sue Moody, who was later drowned.

In 1865 Captain Stamp and associates, who had been engaged in saw-milling at Alberni, decided to erect a mill on Burrard Inlet. Their first site chosen for the mill was in Stanley Park, but this proved to be unsuitable, and a small point extending from the south shore was selected. Here the Hastings Mill was established, and the first store and post-office—still standing—was erected to meet the requirements of the employees.

It was the development of these mills that gave the start to the export trade of the port, although the value of the protected harbour was recognised



VANCOUVER CITY

Showing the famous old maple under which the citizens held their important gatherings in the days when the town was but a saw-mill camp.

even before foreign shipments were contemplated, for it was suggested shortly after the founding of New Westminster that Burrard Inlet should become the naval base. But this was so strenuously opposed by residents of Victoria, who argued that Esquimalt should be continued, that their contentions were upheld.

In 1877 it was recorded in the *Guide to British Columbia*: "At Messrs. Moody, Nelson & Co.'s saw-mills at Burrard Inlet, twenty-three ships were loaded in 1876 with 14,095,412 feet of lumber and 1,000,000 feet of spars. The mills employ ninety-one men, thirty Indians, twenty longshoremen and eighty at the logging-camps.

"Hastings saw-mill is situated on the south shore of Burrard Inlet, on a bay called Coal Harbour (which affords good anchorage), and accessible by road from New Westminster. This mill, in 1876, dispatched twenty-seven vessels of an aggregate of 18,276 tons, the output of lumber being 15,000,000 feet. About one hundred are employed at the mill, exclusive of those engaged in the various logging-camps. A reading-room and well-stocked library is supported here by subscription, wherein may be found the leading journals and periodicals of the day."

The commercial possibilities of the settlement along the shores of the inlet attracted those who desired to cater to the requirements of the loggers and shipping men, and it was not long before several hotels and mercantile establishments located to the west of the Hastings Mill property, developing

a small village which was given the name of Granville.

From this small community, with the coming of the Canadian Pacific Railway to tide-water at Burrard Inlet, sprang the city of Vancouver of to-day.

CHAPTER XXXI

THE BIG BEND AND KOOTENAY RUSHES

EVER since the first rush to British Columbia in 1858, the eyes of those in Western United States were constantly turned towards the mineral resources of the colony, so when in 1863 Indians brought samples of gold-dust and gold-bearing rock to Spokane there followed excitement and a desire to locate the source of the discovery.

It was learned that the new find was in the Kootenay—or Kootenais—and with this knowledge a stampede was soon under way.

Hundreds of miners made their way across the border and up to Joseph's Prairie (Cranbrook), and from that place to Wild Horse Creek, where the gold had been discovered. This creek—near the present location of Fort Steele—was a tributary of the Kootenay River. Unlike other rushes to the colony, it developed that in the district there was only one creek of surpassing richness, the one to which the first rush was made. Here, in 1864, about one thousand miners gathered, and a considerable community soon sprang into existence.

The diggings were shallow, but proved to be rich, claims paying as high as \$30 a day to the man. The trade of the locality went largely to United States

merchants and traders, there being no roadway from the inhabited sections of British Columbia. The Hudson's Bay Company, however, secured some of the business, opening a store under direction of Jason Allard.

Governor Seymour, anxious to secure the trade for the colony, sent out an exploratory party to locate a route into the district by way of Lytton, Kamloops, Shuswap Lakes and over the divide to the Columbia. Prospecting on the bars of the river along the route as they made their way around the "big bend" of the Columbia, the pathfinders found gold, and upon these "colours" was based the Big Bend rush of the following year, 1865.

Another party set out to find a route by way of Osoyoos Lake, Rock Creek and Kettle River to the Columbia, near the mouth of the Kootenay and up to the scene of mining. This route was selected, and in 1865 Mr. Edgar Dewdney was commissioned to build it, which he did, the trail being called in his honour. The cost was under \$75,000.

Already, however, men were deserting Wild Horse Creek, Findlay Creek and Fisher Creek for the lure of the Big Bend country, where it was reported from \$10 to \$15 a day was being washed out near Death Rapids.

Rich rewards were secured in some of the Big Bend diggings, but the yields were nothing like those of the wealthy creeks of the Cariboo. The success, however, of such record-making places as Williams, Lowhee and other streams of Cariboo only served to entice hundreds to the new finds in the hope that the finds

there would be repeated on the Big Bend creeks. Such was the belief in the possibilities of the diggings that all manner of freight and supplies were packed into the locality.

The competition of routes became extremely active, and special boats were put on to ply up the Fraser from New Westminster and Victoria, while a boat was put in service on Shuswap Lake as well. Astoria and Portland vied with the British Columbia and Vancouver Island capitals for the trade of the miners, and perhaps this rivalry is really the outstanding feature of the rush to the Big Bend, for the mines neither justified in wealth nor permanency the hopes of those who led the stampede. While mining continued for many years on the Kootenay creeks, with occasional flurries of excitement, the operations never again excited the same interest among placer miners as in the first days of Wild Horse.

CHAPTER XXXII

THE UNION OF THE COLONIES

GOVERNOR DOUGLAS's term as chief executive of Vancouver Island expired in the fall of 1863, and as governor of British Columbia the following year. In recognition of his great services to the Empire in connection with the development of the territories he was knighted, a tribute which was highly deserved.

His successor in office on the island was Arthur Kennedy, who arrived in April 1864, while Frederick Seymour, who had been chosen for the position on the mainland, followed shortly after.

Before retiring, Sir James brought to the attention of the home authorities the question of uniting the colonies. The populations in both were dwindling, following the first great rush to the Cariboo, and the expense of maintaining dual governmental machinery was too high for the few inhabitants of the island and in British Columbia.

Neither at Victoria nor in New Westminster did the proposal meet with entire support, and there followed fierce debates and discussions by those holding to different opinions. Governor Kennedy upon his arrival had been specially charged with studying and reporting on the situation. This he did.

Governor Seymour also made his views known to the Imperial authorities.

In the Assembly at Victoria, by a majority vote, on January 26, 1865, it was resolved "that immediate union of this colony with British Columbia under such constitution as Her Majesty's Government may be pleased to grant is a means best adapted to prevent permanent depression, as well as stimulate trade, foster industry, develop our resources, augment our population and ensure our permanent prosperity." The Assembly further promised to ratify by enactment any legislation required to bring the union about.

A test was made of public opinion by a contest in which union was the issue between Mr. Amor de Cosmos and Mr. C. B. Young, in which the unionists re-elected Mr. de Cosmos.

On the mainland Governor Seymour rather inclined to the anti-unionist idea, but in setting out his views on the subject in a dispatch to the Colonial Secretary from Paris, where he was on his honeymoon, he stated that perhaps the broader policies of the Empire might be best served by uniting the colonies.

During his absence Mr. A. N. Birch acted as administrator, and he, in a dispatch, enclosing a petition signed by 445 British Columbia residents, declared that the petitioners were "fully convinced of the necessity of legislative union."

The Municipal Council of New Westminster was opposed to the proposal, and went on record to that effect, but added that, if the union was brought about, the Royal City should be the capital.

The jealousy between the two cities entered quite

considerably into the discussion, both endeavouring to have the capital located within their boundaries.

Eventually the subject was brought up in the House of Commons, and after some delay a bill creating a single colony was passed and received the Royal Assent on August 6, 1866.

Governor Kennedy was recalled and Governor Seymour took office as executive officer of the united colony, the name "British Columbia" being retained for the territory, while the capital was placed at Victoria.

After all the arguments, memorials, protests and petitions that had developed in the controversy, the attainment of the object of it all was not welcomed with any great degree of enthusiasm in either Victoria or New Westminster.

It was a sad coincidence that both Governor Seymour and Governor Kennedy should die while on sea-voyages, the former passing away at Bella Bella, where he was on H.M.S. *Sparrowhawk*, having been called up the coast by Indian troubles. Governor Kennedy died at Aden in 1883, while returning to England from Australia. He served the Empire in different parts of the globe after leaving Vancouver Island, and was given knighthood.

CHAPTER XXXIII

CONFEDERATION

No sooner had the union of the colonies become a fact, than the federation of the eastern provinces attracted the attention of the residents of British Columbia, and an agitation took form to have the colony make application to be taken into the lately created Dominion.

One of the reasons advanced for closer union than was possible as separate entities in the British Empire was the building of a wagon-road across Canada and the Indian territories; another was that there was a small section of the community working towards annexation to United States, while there was also a strong feeling that the form of government of the colony was not democratic enough, being composed largely of members nominated by the executive.

Governor Seymour was more or less opposed to the idea, and took no action on the resolution of the Legislative Council of March 18, 1867, asking him to take such steps as were necessary to secure admission of the colony to the Confederation. His failure to do so led to the formation of the Confederation League, May 21, 1868, which worked indefatigably for the admission of British Columbia

to the Dominion. A committee of Victoria citizens prepared a memorial, January 29, 1868, which was forwarded to Ottawa, where it was answered by the Government to the effect that Canada would welcome the colony, and intimating that representation had already been made on the subject to the Imperial authorities.

Meetings were held at different places throughout the colony, and while there were several factions opposed to union, the majority favoured the idea provided that "fair and equitable terms" could be secured from the Dominion.

At Yale, September 14, a convention was held by the Confederation League. This was largely attended, the different districts being represented. Here a basis for the terms of union was framed.

Although the Legislative Council had previously proposed entering the confederacy, with the growth of feeling towards that end a reversal of opinion seemed to develop, and in 1869 a resolution in favour of the proposal was amended to the effect that union was "neither practicable nor desirable" at that time.

Governor Seymour died suddenly in 1869 and was succeeded by Governor Anthony Musgrave, who had occupied a similar post in Newfoundland. He was instructed in a dispatch from the Imperial Government to work for union.

In his message to the Legislative Assembly, February 16, 1870, the governor urged the entry of British Columbia into the Dominion, and outlined a basis for negotiation.

There followed a lengthy debate in the House, several being opposed to the proposals, but the majority was largely in favour of the scheme, and it was finally decided to send a delegation to Ottawa to discuss terms of union, predicating the case for British Columbia on the suggestions contained in Governor Musgrave's message.

The delegation was composed of Mr. Joseph W. Trutch, Dr. R. W. W. Carroll and Dr. J. S. Helmcken. The latter had bitterly opposed the union, but was willing to work for the best possible terms for British Columbia once union had been decided upon.

Accompanying the delegates to Ottawa was Mr. H. E. Seeley, representing the *Victoria Colonist*—probably the first British Columbia newspaperman to be sent out of the province upon an assignment. He it was who conveyed the first intelligence of the accomplishment of union, in a telegram, July 7, 1870: "Terms agreed upon. The delegates are satisfied. Canada is favourable to immediate union and guarantees the railway."

Under the terms of union, Canada assumed the liabilities of British Columbia and agreed to make annual payment in order to reimburse British Columbia for the higher *per capita* debts of the older provinces. It was agreed that the Dominion would make an annual grant, based on population, towards the support of legislative institutions; would provide adequate mail facilities; defray the salaries of the lieutenant-governor, salaries and expenses of judges of superior and county courts, charges in connec-

tion with customs, postal and telegraphic services, protection of fisheries, militia, marine department, geological survey and the penitentiary.

Pensions were granted to officials who would be displaced by the change in the form of government. The customs were to be taken over by the Dominion. Six members of Parliament and three senators were to represent the province at Ottawa, the Dominion was to endeavour to have Esquimalt retained as a naval base; it was agreed that the Dominion should secure the building of a transcontinental railway, and British Columbia was to make grants of land in aid of such enterprise. Canada was to subsidise the building of a dry-dock at Esquimalt by guaranteeing the bonds of the project; was to take control of Indian affairs and approve changes in the local government of the province. The terms were ratified by British Columbia and approved of by the Imperial Government, and British Columbia became a province of the Dominion on July 20, 1871.

CHAPTER XXXIV

THE BUILDING OF THE CANADIAN PACIFIC RAILWAY

GOVERNOR MUSGRAVE, whose efforts had largely been responsible for the successful culmination of the union of British Columbia with the other Canadian provinces, was replaced as chief executive by the appointment of Mr. J. W. Trutch, first lieutenant-governor under Confederation.

Before he left the coast, however, he saw the arrival of the first Dominion Government engineers under R. Maclenan and Walter Moberley. They arrived at Victoria July 10, 1871, and immediately set about making surveys for the proposed line of railways.

A number of routes were suggested as offering the best grades for the construction of a road, and the respective merits of these had to be carefully considered. At last it was practically decided that the Yellowhead Pass offered a good grade and was devoid of very serious engineering difficulties, but this route was later altered, it being argued that it was too far north to be practicable, and did not offer enough competition to United States lines that might build south of the boundary.

Residents of Vancouver Island were insistent that the route should be one that would permit

the railway being extended to the island, and to that end the surveying continued, but in 1878 Mr. Sanford Fleming, chief engineer, recommended, "if a decision cannot be postponed until further examinations be made; if the construction of the railway must be at once proceeded with, the line to Vancouver Island should, for the present, be rejected, and that the Government should select the route by Thompson and Fraser Rivers to Burrard Inlet."

This view was ultimately accepted, and the original intention to make use of the Yellowhead Pass was abandoned and the route was selected via the Kicking Horse Pass.

The survey of the line had occupied seven years, and cost \$3,250,000 in money, while thirty-eight fatalities had befallen the intrepid engineering adventurers.

While the Government had undertaken to start work on the road within two years from the passing of the Act of Union, it was 1878 before the route was finally selected.

There had been some considerable difficulty in getting the necessary company to undertake the project. Sir Hugh Allan had tried and failed to secure the necessary financial backing.

The delay in carrying out the terms of union in respect to the line was the subject of strong protest from British Columbia. In 1874 Attorney-General Walkem was sent to London to protest most vigorously against the failure of the Dominion to carry on the contract, and the feeling was voiced

in Victoria and throughout the colony that British Columbia should withdraw from Confederation.

As a result of his conferences with the Secretary for the Colonies, Lord Carnarvon, suggestions were made to the Dominion Government which included the immediate start on the construction of a trans-Canada wagon-road and telegraph-line, and the completion of the railway before 1890.

The Dominion Government adopted the Burrard Inlet route in 1879 and immediately let contracts for the most difficult portion of the work, between Yale and Savona's Ferry, to Andrew Onderdonk.

In 1880 it was announced that a syndicate had been formed to take over the railway project.

Under the terms of the agreement with the syndicate, the Government was to build the road from Burrard Inlet to Yale, this portion of the railway to become the property of the syndicate upon completion. They were also to receive a subsidy of \$25,000,000 and 25,000,000 acres of land; lands were to be free of taxation for twenty years, and construction materials were to be free of duty. The whole line was to be completed by 1891.

Parliament ratified the agreement, and the syndicate became known as the Canadian Pacific Railway Company. The first sod was turned in the spring of 1880 and the last spike was driven on November 7, 1885, and the following day the first train from the east arrived at tide-water at Port Moody.

CHAPTER XXXV

CONCLUSION

THE building of the Canadian Pacific Railway brought to a realisation the dreams of British statesmen since the days of Queen Elizabeth for a "North-west Passage" that would more closely knit the far-flung parts of the great British Empire. The North-west Passage was an accomplished fact when the first overland train steamed into Port Moody that November day in 1885. The old idea of a waterway had long since been dispelled, but a speedier and safer "passage-way" had been discovered and opened through the energy and enterprise of Britain's sons, aided and encouraged by British institutions.

It was not the purpose of these brief sketches of British Columbia history to detail all of the political changes of the province, but to outline some of the outstanding incidents of the earlier days of pioneering—to glimpse, if possible, some of the romance of Empire development, and encourage the student to further research among the many excellent works that have been prepared from time to time on the growth of the province.

The story of British Columbia since the days of 1885 can be readily learned from hundreds of hale and hearty pioneers who were here when the first

screech of the locomotive whistle echoed in the mountain-passes.

British Columbia of to-day has two bands of steel penetrating the passes of the Rocky Mountains, and three ocean terminals. Its population, computed at 60,000 at Confederation, exceeds 500,000. Then it was a mining and timbering province, to-day it boasts upwards of 3000 manufacturing industries, while its fisheries have long been known as among the important producers of marine wealth of the Empire; its mines are increasing in value, while its agricultural lands are yearly producing crops of greater wealth—and yet British Columbia is still in the pioneering stage. One-quarter of its area is practically unexplored, its potentialities are unmeasured, and the magnitude of its future has not yet been glimpsed.

Not alone in the development of her commercial possibilities has British Columbia won an honoured place, but the same fine loyalty to Crown and Empire that featured her whole existence has been tested and found complete. First it was the call to arms under the Union Jack on the South African veldts, and there the men from the Pacific province fully demonstrated their right to the name they bore. Then, when the call came for men to defend the flag on the battlefields of France, no part of the great Dominion gave more freely of her available manpower than the province of British Columbia, and no battalions of the mighty armies of the Empire could claim to be the superiors in courage and resource of those from west of the Rockies.

Those who pioneered the way in British Columbia have left behind them splendid traditions to follow. It is for the present generation to say whether those who come after them will be able to say that "they too played their part unselfishly and well in making British Columbia the best and most prosperous part of the Dominion of Canada."

FINIS

